GUARD FILE 1991 Pt. II

(1)

2/1/91

No.89/CE(D)/SD/11.

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.

While considering the condonation of infringement to 1 in 125 grade on the bye-pass line near Karuppur station to item 2(b) Chapter-II of BG Schedule of Dimensions (1973), Ministry of Railways have made the following two observations:-

1) The isolation with Sand Hump is not adequate. In case of a mishap main line is likely to be blocked. A over run line of about 300' would be prefereable.

2) The grade of 1 in 125 on curve will severly restrict the load. This aspect has to be seen by COPS of your railway.

It is therefore necessary that the above observations are examined at your end and a reply sent to this office at a very early date.

(S.M.Singla)
Executive Director Civil Engineering (C)
Railway Board.

Joshi 21/1/91

(2)

No. 89/CEDO/ORI/8.

2-1-1991.

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

Sub:- Opening of the New B.G.line between Misna-Badarwas (KM:17.91) on Bhopal Division of Central Railway.

Ref:- Your office letter No.EW/689/W/90/OD/II/24 dated 28th March,90.

Please refer to Endorsement No.2 of this office letter of even number dated 27-9-89 and a subsequent reminder of even number dated 13-3-90 and 8-11-90 and expedite the reply.

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

(3)

No.88/CNDO/ORI/15. 2 -1-1991.

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

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

A copy each 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 22.4.1989.

Encl: 2 Plans bearing No. PS/SC/72; PS/SC/72/1.

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

No.88/CNDO/ORI/15. New Delhi, dated 2 -1-1991.

Copy forwarded for information and necessary action to Statitical Drawing Branch, Room No.413, Rail Bhavan, 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.

(4)

No.88/CEDO/ORI/13. 3-1-1991.

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

Sub:- Opening of a second line between Bokaro Steel City 'A' cabin and Bokaro Steel City 'I' cabin - a length of 3.318 Kms. between Bokaro Steel City and Radhagaon stations in Adra Division of South Eastern Railway.

A copy each 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 6.6.1989.

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

Encl: 1 Plan
bearing No.
PS/88/230.

No.88/CEDO/ORI/13. New Delhi, Dated 3-1-1991.

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

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

(5)

No.88/CEDO/ORI/17. 4 - 1 - 1991.

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- New Double line between Shainkhurd and Amin stations on Delhi-Ambala section of Northern Railway.

Please refer to this office letter of even number dated 6-2-1990 (Copy enclosed for ready reference) and expedite the reply.

DA:-One.

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

(6)

No.88/CEDO/OHI/17. New Delhi, Dated 6-2-1990.

The General Manager (Construction),
Northern Railway,
Kashmere gate,
Delhi - 110 006.

Sub:- New Double line between Bhainkhurd and Amin stations on Delhi-Ambala section of Northern Railway.

Ref:- Your office letter No. 101-W/3/Pt.IV/W.I (Dup) dated 8-1-1990.

It has been stated in your above quoted letter that the interleaved copy of CRS's inspection report of New double line between Bhainkhurd and Amin stations on Delhi-Ambala section has already been sent to Board under your office letter No. 101-W/3/Pt.IV/W.I(Dup) dated 26.6.89. As such a copy of your letter dated 26-6-89 alongwith its enclosures was also sent to this office for reference and use. But while making a scrutiny of the copy and its enclosures sent, it is revealed that these relate to the interleaved copy of New double line between Dhirpur-Shahbad Markanda station on Delhi-Ambala section and not the New double line between Bhainkhurd and Amin station as was required vide this office letter of even number dated 20-12-89.

Under the circumstances, Ministry of Railways desire that the interleaved copy of New double line between Bhainkhurd and Amin stations on Delhi-Ambala section may please be sent to this office at an early date alongwith its date of opening and one ferro copy each of the Index Plan and Section.

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

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

(1) (7)

No.90/CKDO/BD/26.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 4-1-1991. 19

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

Sub:- Manmad-Aurangabad section - Conversion from M.G. to B.G. - Condonation of infringements to standard schedule of dimensions (MG).

With reference to your letter No. W/CON/153/T/15/Vol.VIII dated 19/22-10-90 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.CAB/C/TR/399-90 accompanying your letter referred to above.

The sanction is subject to observance of suitable speed restriction at work site. It is purely temporary and is valid uptil such time M.G.Track is diverted over the newly laid 52 Kg.rails as per stipulation made in CRE's forwarding letter No.6/SC/7/664 dated 13-11-90.

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

No.90/CKDO/BD/26 New Delhi, Dated 4-1-1991.

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)/90 dated 26-12-90.
2) The Commissioner of Railway Safety, South Central Circle, 3rd floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/7/664 dated 13-11-90.

(S.M.SINGLA) 4.1.91
for Secretary Railway Board.

1/1 (8)

ANNEXURE - I

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

(9)

No.88/CEDO/CRS/IR/6. 4.1.1991

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

Attention: Shri.R.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. TC/INSP/CRS/CKP/ Pt.II/88/2543 dated 10-5-89.

Please refer to this office letter of even number dated 15-6-89 , a copy of which is enclosed for your ready reference. A reply to this letter is still awaited from your railway inspite of reminders dated 24.1.90, 12.3.90 & 11.9.90. Since the necessary reply has been pending in your office for a sufficiently long time, it is requested that necessary reply may please be sent without any further delay

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

DA/One.

(8

(10)

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

2

No.90/CEDO/BM/1. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 4-1-1991. 19

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

Attention : Shri Rajat Mitra CPA&E.

Sub: South Eastern Railway Steten Map.

Ref: Your letter No.EG/Map/Pt.XX dated 10.9.90.

******

It is seen from the remarks given against Group 'C' route in the statement of Route Kilometres and Track Kilometres on the System Map of South Eastern Railway furnished to this office under your above Quoted letter that the kilometrage falling under Group 'C' route is included in Group 'A'. All other railways have given the kilometrage of Group 'A' and Group 'C' routes separately in the statement of Route Kilometres and Track Kilometres on their respective maps.

Ministry of Railways therefore desire that since the figures of South Eastern Railway shown against Group 'A' are inclusive of Group 'C' also, the break up of 1128.42 Group 'A' Route Kilometres and 3635.35 Group 'A' Track Kilometres be given into Group 'A' and Group 'C' separately. Accordingly, correction to section-wise details of route kilometres may also be advised.

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

(S) (II)

No.91/CEDO/BR/1. 7 -1-1991.

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

Sub: Running of universal on Track Tampers on the B.G. Section Malda Town - New Guwahati and Katihar - Kumedpur Sections.

Ref: Your application No.W/260/Track Machine/W-7 dated 10.10.90.

****

While going through your above quoted application, it is seen that you have not submitted Form-XI for condonation of infringements to universal on Track Tampers to M/s Plasser & Theurer's Drg.No.U 0036. You have perhaps relied upon para 5 of Central Railway's letter No. W.681.Y61/BR dated 19.7.72 a photocopy of which has been sent to this office alongwith your above quoted application. Para 5 of Central Railway letter says that condonation of infringements to item No.19(a), 20(a) and 21(a) of Chapter IV(A) involved in the tamper to Drg.No. U.0036 has been issued under Board's letter No.68/WDO/BR/20 dated 18.7.68. As seen from the proceeding available in this office, this letter is dated 8.7.68 and not 18.7.68 and the condonation has been issued to automatic tie tamping machine to M/s Plasser & Theurer's Drg.No. ML.0003 having an axle load of 16t. A copy of the letter is being enclosed herewith for your information. You will appreciate that tamper under consideration to Drg.No. U.0036 is a different one and therefore needs a separate sanction for condonation of infringements.

Ministry of Railways therefore desire that you should also submit Prom-XI for condonation of infringements through CRS/CCRS alongwith a photo copy of Speed Certificate issued by RDSO for on track tampers manufactured by M/s Plasser & Theurer Co. to their Drg.No.U.0036 to enable this office to consider the issue of sanction for running of tampers as per your application dated 10.10.90

S/d

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

(12)

No.89/CEDO/ORI/14. 8 - 1 - 1991.

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

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

Ref:- Your office letter No. W.347/XXI/1/CN/Vol.II dated 4-10-90.

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

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

3 (13)

No.91/CEDO/SD/1. 11-1-91.

The Chief Electrical Engineer,
Railway Electrification,
Kota.

Sub:- Adoption of implantation less than 2.36 metres in Jhansi Defence Yard.

Ref:- Your office letter No. RE/MI/W.247/Pt.V dated 03-01-1991.

In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their Administrative approval for implantation of 117 OHE Structures at a distance of 2210 mm and more in Jhansi Defence yard as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as detailed in Form-XI accompanying your letter referred to above.

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

11/1

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

(13)

No.91/CEDO/SD/1. 11-1-91.

The Chief Electrical Engineer,
Railway Electrification,
Kota.

Sub:- Adoption of implantation less than 2.36 metres in Jhansi Defence Yard.

Ref:- Your office letter No.RE/MTG/W.247/Pt.V dated 03-01-1991.

In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their Administrative approval for implantation of 117 OHE Structures at a distance of 2210 mm and more in Jhansi Defence yard as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as detailed in Form-XI accompanying your letter referred to above.

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

11/1

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

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

(14)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 14-1-1991.

No.90/CEDO/SR/7.

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

Sub: Running of modified 16-axle 245 t DAE Wagon for empty movement as well as when loaded with 110 t Steam Generator (with trunion bands removed) on South Eastern Railway.

~~xxxx~~

In view of the position explained in your application No.G/16-Axle:BG.Spl./Wagon/Pt.II dated 12.11.90 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 16-axle 245 t DAE wagon at a maximum provisional speed of 40 Kmph in empty condition to RDSO's Drg.No.WD5-7411-S/10 Alt.3 and at a maximum provisional speed of 25 Kmph in loaded condition to RDSO's Drg.No.WD-89032-S-01 Alt.Nil for transport of 110 t Steam Generator (with trunion bands removed) on the entire BG sections excluding Kottavalasa - Kirandul, Geilkera - Posoita Up line, Rourkela - Birmitrapur, Damodar - Asansol and Anara - Rukni sections of South Eastern 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 other conditions/stipulations laid down in your Joint Safety Certificate No. 17/90, special restrictions contained in Annexure to Joint Safety Certificate and other certificates accompanying your application referred to above. As the consignment in loaded condition infringes the Maximum Moving Dimensions 1929, a seperate sanction from the Competent Authority on your railway will be essential in terms of RDSO's Speed Certificate for every ODC movement.

The sanction of Ministry of Railways for condonation of infringements to item 20(b), 21(b) and item 16 of Chapter IV(A) of BG Schedule of Dimensions(1973) has already been conveyed under this office letter No.78/WDO/SR/3 dated 24.2.1978 and No.90/CEDO/SR/5 dated 11.5.90/8.6.90 respectively.

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

No.90/CEDO/SR/7. New Delhi, dated 14-1-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 2.1.91.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-1 with reference to his letter No.650 dated 11.12.1990.
3. The Director Standards (Wagon), R.D.S.O., Lucknow.

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

(15)

No.88/CEDO/CRS/
IR/14. 14-1-91.

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

Sub:- Inspection Report of CRS/SBC on Southern Railway - Madras Division- for the year ending 31/3/88 - Part-VI - Villupuram - Madras Egmore section.

Ref:- Your office letter No. W.26/II/114 dated 7-4-89 & 29.1.90.

Please refer to this office letter of even number dated 10-9-90 (copy enclosed for ready reference) and expedite the reply.

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

(16)

No.88/CRDO/CRS/IR/14. New Delhi, Dated 10-9-90.

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

Sub:- Inspection Report of CRS/SBC on Southern Railway - Madras Division for the year ending 31/3/88 - Part VI - Villupuram-MadrasEgmore section.

Ref:- Your letter No. W.26/II/114 dated 7.4.89 and 29.1.90

Please refer to your office letters quoted above. Since no reply has so far been received in this office on para 5.1, 11.2 and 12 of CRS's Inspection Report, it is requested that DRM/Madras may be again reminded to send the compliance of these paras direct to CRS under advice to this office.

Sd/-

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

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

(17)

No.90/CEDO/SR/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 15-1-1991.19

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

Sub: Running of modifed 12-axle 120t RAPP Wagon for empty movement as well as when loaded with 110t steam generator (with trunion bands removed) on South Eastern Railway.

~~&&&&&&~~

In view of the position explained in your application No.G/12-Axle B.G. Spl. Wagon/Pt.IV dated 18.10.90 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 BG special wagon to RDSO's Drg.No.WD-89032-S-02 Alt.Nil at a maximum speed of 25 Kmph in empty and at 85 Kmph in loaded condition for transporting 110t steam generators (with trunion bands removed) on the NH entire BG sections excluding Kottavalasa - Kirandul, Geilkera - Peseita Up Line, Rourkela - Birmitrapur, Damodar - Asansol and Anara - Rukni sections of South Eastern Railway.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or these that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.15/90, special restrictions contained in Annexure to Joint Safety Certificate and all other certificates accompanying your application referred to above. 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 2.3.6 of RDSO's Speed Certificate.

The Ministry of Railways also sanction the infringement to clause 16 of Chapter IV(A) of the BG Schedule of Dimensions (1973) involved in the movement of the wagon as detailed in Form-XI accompanying your letter referred to above.

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

No.90/CEDO/SR/9. New Delhi, dated 15-1-1991.

Copy forwarded for information to :-

1. The Chief Commissioneref Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90-Vol.II dated 12.12.90.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road 12th Floor, Calcutta - 1 with reference to his letter No.518 dated 29.10.90.
3. The Director Standards (Wagon), R.D.S.O., Lucknow. -226011

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

Issue Copy/1571

6 (18)

No.91/CRBQ/SD/1. 15-1-1991.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara.

Sub: Schedule of Dimensions - Broad Gauge - Nagda - Bhopal Division.

Ref: Your application No.WRE/EL/D/1/0 Vol.II dated 4.1.91.

In partial modification of para-I of this office letter No.82/WRO/SD/23 dated 16.11.89, the Ministry of Railways accord their administrative approval for implantation of two CLS posts at Piplod-Nagda station on the above section at a minimum distance varying from 2230 mm to 2880 mm as against 2360 mm required as per BG Schedule of Dimensions (1973) as shown in the revised statement accompanying your application referred to above.

Para 2 and 3 of this office letter No.82/WRO/SD/23 dated 16.11.89 however remain unchanged.

15/1

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

(19)

No.88/CEDO/CRS/IR/1. 15 -1-91.

The General Manager (Works),
Southern Railway,
Headquarters office,
Works Branch,
Park Town,
Madras-[illegible].

Sub:- Inspection Report on Southern Railway - (Bangalore and Mysore Division for the year ending 31st March,88 in Part-I & II.

Please refer to this office letter of even number dated 10-9-90 (Copy enclosed for ready reference) and ~~expedite the reply.~~ acknowledge the receipt.

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

(20)

No.88/CEDO/CRS/IR/1. New Delhi, Dated 10 -9- 90

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

Sub:- Inspection Report on Southern Railway - (Bangalore and Mysore Divisions) Madras Division for the year ending 31st March,88 in Part-I & II.

The action taken on various observations made by CRS Southern Circle, Bangalore during his inspection of Bangalore, Mysore and Madras Division for the year ending 31.3.88 was required to be advised to CRS direct under advice to this office in terms of this office letter of even number dated 29-2-88. But it is regretted to inform you that no action has so far been taken by your railway inspite of reminders dated 20-6-89, 29-3-89 and 12-3-90.

Ministry of Railways therefore desire that the action taken may please be advised to CRS, Southern Circle 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.

Issue Copy/15/1

(21)

No.91/CRBO/SD/1. 15-1-1991.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara.

Sub: Schedule of Dimensions - Broad Gauge - Nagda - Bhopal Division.

Ref: Your application No.WRRE/EL/D/1/0 Vol.II dated 4.1.91.

*****

In partial modification of para-I of this office letter No.82/WDO/SD/23 dated 16.11.89, the Ministry of Railways accord their administrative approval for implantation of two CLS posts at Piplod-Bagla station on the above section at a minimum distance varying from 2230 mm to 2580 mm as against 2360 mm required as per BG Schedule of Dimensions (1973) as shown in the revised statement accompanying your application referred to above.

Para 2 and 3 of this office letter No.82/WDO/SD/23 dated 16.11.89 however remain unchanged.

15/1

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

Some Ref 31/X/90

S No 12

(22)

No. 87/VIG/CRB/IR/1. 31-10-90

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

Attention: Shri.Ratan Kumar, Deputy CE/TD.

Sub:- CRB/GKP's Inspection Note No.1/NF/86-87 dated 25/2/87 to 27/2/87 from GHY to KJP in BG Section.

Ref:- Your office letter No.W/168/CRB/GHY-KJP/87/V-7 dated 12-10-90. SNo 11

The photocopy of the compliance report dated 26-2-88 of the action taken on para 2 to para 7.34 of CRB/GKP's Inspection Repor on the above noted subject has been sent to this office under your office letter quoted above. Since the action taken advised is more th 2½ years old. Ministry of Railways desire to know whether the action which had just been initiated on some of the items of Land Boundaries, Level Crossings and Bridges - Para 2.1, 5.1, 5.2(i), 6.3(i), 6.3(ii), 6.5(ii), 6.6(i) and 6.8 has now been completed.

Necessary compliance report on para 8 to 13 of CRB's Inspection Report is still awaited from your office. The same may also be expedited.

30/10

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

31/10

No.91/CEDO/SR/3. 14-1-1991.

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

Sub: Provisional Speed Certificate for UTV 502 L machine supplied by M/s Temper Corporation, USA.

Ref: Your letter No.CE/TM/SC/UTV dated 29.6.90.

******

A provisional speed certificate for running of UTV 502 L machine supplied by M/s Temper Corporation USA has been issued under your above quoted letter. Annexure-I enclosed with this speed certificate shows the infringements to item 2(ii), 15, 19(a), 20(a) and 21(a) of Chapter IV(A) of BG Schedule of Dimensions (1973) but your justification for condonation of infringements has not been given under the remarks column against each individual item.

Ministry of Railways therefore desire to have your justification for condonation of infringements against each individual item of Annexure-I enclosed with your above quoted letter. It may please be ensured in future that while enclosing Annexure for condonation of infringements to the speed certificate fo Track Machine, necessary justification for condonation of infringements is also invariably indicated in the 'Remarks' column.

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

No.91/CEDO/SR/3. New Delhi, dated 14-1-1991.

Copy to General Manager (Engg.), Northern Railway, Baroda House, New Delhi with reference to his ~~XXXXXXXXXX~~ application No. 519-W/580 dated 16.10.90.

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

(24)

No.88/CEDO/CRS/IR/3. 14-1-91.

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 10-12-90. SNo 9

Please refer to your letter quoted above. The reply furnished by your office regarding refixation and visibility of boundary pillars after two years of CRS's inspection that it is noted and instructions issued is not appreciated.

It is presumed that the railway would have refixed the boundary pillars by now and these must be clearly visible during inspection. This may please be confirmed.

J.M Sharma

(J.M. SHARMA)
Executive Director Land Management
Railway Board.

(25)

16-1-91.

No.87/WDO/CRS/IR/1.

The General Manager (Works),
N.F.Railway,
Guwahati-781 011.

Sub:- CRS/GKP's Inspection Note No. 1/NF/86-87 dated 25/2/87 to 27/2/87 from GHY to NJP in BG section.

Ref:- Your office letter No.W/168/CRS/GHY-NJP/87/WL7 dated 12-10-90.

Please refer to this office letter of even number dated 31-10-90 (Copy enclosed for ready reference) and expedite the reply.

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

(26)

No.87/WDO/CRS/IR/1. New Delhi, Dated 31/10/90.

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

Attention:- Shri.Rattan Kumar, Deputy CE/TD.

Sub:- CRS/GKP's Inspection Note No.1/NF/86-87 dated 25/2/87 to 27/2/87 from GHY to NJP in BG section.

Ref:- Your office letter No.W/168/CRS/GHY-NJP/87/W-7 dated 12-10-90.

The photocopy of the compliance report dated 26.2.88 of the action taken on para 2 to para 7.3⅓ of CRS/GKP's Inspection Report on the above noted subject has been sent to this office under your office letter quoted above. Since the action taken advised is more than 2½ years old. Ministry of Railways desire to know whether the action which had not been initiated on some of the items of Land boundaries, Level Crossings and Bridges - Para 2.1, 5.1, 5.2(i), 6.3(i), 6.3(ii), 6.5(ii), 6.6(i) and 6.8 has now been completed.

Necessary compliance report on Para 8 to 13 of CRS's Inspection Report is still awaited from your office. The same may also be expedited.

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

(27)

16/1/91.

88/CEDO/CRS/IR/11.

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

Sub:- Inspection Report on Southern Railway Palghat Division - year ending 31st March,88.

Ref:- Your office letter No.26/II/114 dated 3.5.88 and 31.3.89.

Please refer to this office letter of even number dated 10-9-1990 (Copy enclosed for ready reference) and expedite the reply.

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

(28)

No.88/CEDO/CRS/IR/10. 16-1-1991.

The Chief Engineer,
South Central Railway,
Headquarters Office,
Works Branch,
Secunderabad - 500 371.

Sub:- Inspection Report on 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 letters No.W.247/1/16/GTL dated 10-3-89, 16-2-90 and 29-10-90.

Please refer to your office letters quoted above. The compliance report of the remaining paras 5.2 and 8.0 to 13/has not so far been received from your railway.

4 of CRS's Inspection Report

It is therefore requested that the necessary compliance report of the above papers may be sent to CRS, South Central Circle, Secunderabad direct at an early date under advice to this office.

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

(29)

No. 88/CEDO/CRS/IR/15. 17-1-91.

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

(For kind attention of sri. S.Gopalakrishnan)

Sub:- Inspection Notes of CRS/SCO/SC-
Vikrabad - Parli - Vaijnath Section
of SC Division.

Ref:- Your office letter No.W.247/1/16/SC
dated 1/21-11-1990.

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

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

(30)

(S)

No.89/CEDO/SR/19. 18-1-1991.

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

Attention: Shri.K.J.Singh, Chief Track Engineer.

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

Ref:- Your office letter No. W/341/0/3/Pt.VI/W-7 dated 31-12-90.

Your application for running of 'BCN' Wagons on Malda Town - New Guwahati Section stated to have been sent to this office under your letter No.W/341/0/3/Pt.VI/W-7 dated 18-12-89 has not so far been received in this office duly forwarded through CRS/CCRS and appears to have been lost somewhere in transaction. transit

The Ministry of Railways therefore desire that a duly attested photocopy of your above quoted application and its enclosures may please be sent to this office alongwith a photocopy each of CRS and CCRS's forwarding letters at an early date. So far as running of BCN wagons on Katihar-Kumedpur section is concerned, your railway has already been advised under this office letter No.90/CEDO/SR/29 dated 13-11-90 (Copy enclosed) to approach CRS, North Eastern Circle, Gorakhpur direct to obtain the necessary sanction.

S/d

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

8

(31)

8

No.88/CEDO/SR/27 10.1. 91

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

Sub: Running of BOXN wagons with 22t axle load (loading density - 8.25t/m) on KK line of South Eastern Railway.

Ref: Shri M.Satheesh, JDS(B&S)'s D.O.letter No.CBS/WAG5&6 dated 2/3.1.91, enclosing therewith RDSO's letter No.WAG6A.11 dt. 15.4.

In the guidelines for checking the existing bridges for MBG-87 loading standards, circulated by RDSO in April 1989 it has been indicated that besides strengthening the substructure, wherever necessary, the fixed end bearings of 100 and above span girders would need to be replaced for permittin MBG-87 loading standards. In this connection, clarifications on the following may kindly be furnished:

i) On what considerations has the replacement of fixed end bearings of 100' and above spans considered necessary?

ii) Is not the need for strengthening of the existing bridges also related to the maximum permissible speeds?

iii) Is any strengthening necessary if the existing locos are utilised for hauling train loads with loading density of 8.25t/m, which is proposed to be achieved by suitably modifying the springs and brake riggings of the BOX-N wagons.

iv) What is the mechanism for limiting the braking/ tractive forces as stipulated in the speed certificate forwarded vide your abovequoted letter?

Please fair please

10/1/91

2. Necessary clarifications may kindly be furnished early for putting up the papers to M.E., as desired by him.

10.1.91
(A.K.Mehrotra)
Executive Director, Civil Engg.(B
Railway Board.

O/C

Pl arrange to issue

1/01

(32)

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

D.O. No.88/CEDO/SR/20. New Delhi, dated 21-1-1991.

Dear Shri RAMAMURTHY,

Sub: Possibility of running of 3500 mm. wide special design wagons without any projecting doors outside on BG system of Indian Railways.

Ref: G.M. Southern Railway letter No.W.439/4/Vol.XIII dated 4.1.91.

****

As per discussion with Shri Mahesh Kumar Deputy Chief Engineer(Bridges & Floods) in Board's office on 9.1.91, he was asked to furnish the cost of upgradation of Walajha Road - Ranipet 6.71 Kms long single line section and confirm that the remarks given under column 8 against item 28 and 32 of Proforma -VII may be treated as deleted. He was also asked to furnish the Quantum of speed restriction proposed and cost of removal of infringements wherever not indicated in Proforma - VII accompanying your letter referred to above.

Since no reply has so far been received in this office, I shall be thankful if you could kindly ensure that the required reply is sent immediately.

With regards,

Yours sincerely,

S/d

(S.M. SINGLA)

Shri M.V. RAMAMURTHY,
Chief Engineer,
Southern Railway,
Madras.

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

9' (33)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 24-1-1991

No.91/CEDO/SR/3.

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

Sub: Running of UTV 502 L machine supplied by M/s Tamper Corporation, USA on Northern Railway.

In view of the position explained in your application No. 519-W/580 dated 16.10.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of UTV 502 L machine to RDSO's Drg.No. RDO/T-2161 having a maximum axle load of 20 t on the following BG sections of your railway. The sanction for running of this machine on the remaining sections shall be issued by CRS Northern Circle direct after issue of the sanction from the Board in terms of his letter No. 359/1339/97/RS dated 15.11.90.

S.No.	Section	Max. Speed in Kmph	
		When running on its own power	When running in train formation as a dead vehicle
1.	New Delhi - Sabzimandi	35	35
2.	Subzimandi - Ludhiana	40	40

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO Speed Certificate and your railways letter No.219-W/61/UT/Pt.III/TRT dated 14.12.90 clarifying the objections raised by CCRS, G.M. Safety's letter No.403-T/44.B/Rules dated 12.10.90, 10.11.90 and all other certificates accompanying your applications 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 running of above UTV 502 L machine as detailed in Form-XI accompanying your application referred to above.

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

Contd...2/-

9/1 (34)

No.91/CRDO/SR/3. New Delhi, dated 24-1-1991.

Copy forwarded for information to :-

1. The Chief Commissionerof Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to ~~Ex~~ his Endorsement No.RS.17-T(2)/90 dated 26.12.90.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.359/1339/77/RS dated 15.11.90. The sanction for running of UTV 502 L machine on the remaining BG sections of Northern Railway as listed in the Joint Safety Certificate may be issued direct from your end as per concluding para of your letter referred above.

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

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

(35)

By AIR MAIL
IMMEDIATE

No.88/CEDO/SR/27 24-1-1991.

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

Attention : Shri Rajendra Pal, Chief Bridge Engineer.

Sub: Running of BOXN wagons on Kottavalasa to Vishakhapatnam Steel Plant section of South Eastern Railway.

Ref: CBE S.E. Railway's D.O. No.G/Wagon/ BOBR dated 17.9.90.

*****

Your kind attention is invited to para - I of this office letter of even number dated 16.4.90 in terms of which S.E. Railway is required to send regularly progress report for strengthening of bridges and renewal of track on the above noted section during the quarter and the cumulative progress made at the end of the quarter alongwith two separate bar charts showing the progress for the information of the Board.

This report was last received showing the progress of track renewal upto August, '90 and progress of strengthening of bridges upto October, '90. The progress of work done upto the end of December, '90 has however not so far been received from your railway. The same may please be sent immediately and it may please be ensured that in future these reports are invariably sent to this office at the end of every quarter i.e. Quarter ending March, '91, June, '91, September, '91, December,'91 and March, '92 or till the completion of the works whichever is earlier. These reports should reach this office by 15th of the next month coming just after the close of each quarter. A line in confirmation that the quarterly reports will be regularly despatched in time to this office may please be sent immediately.

S/d

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

(36)

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

No.91/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 28-1-1991. 19

The Chief Project Manager,
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

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

Ref:- Your application No.CPM/N/EL/T/28/123 dated 8/9-1-91.

In supersession of the Administrative approval already accorded for implantation of OHE Structures in Wardha Yard vide this office letter No. 82/WDO/SD/23 dated 18-4-88, the Ministry of Railways have further examined your above quoted application concerning the resultant position after actual implantation of structures and accord their Administrative approval for adoption of setting distances of 2210 mm and more as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) for implantation of 72 OHE Structures in Wardha Yard on Nagpur-Bhusawal section as detailed in Annexure-II accompanying your application referred to above.

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

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

(37)

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

No. 91/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 28 -1-91. 19

The Chief Project Manager,
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

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

Ref:- Your application No.CPM/N/EL/I/28/122 dated 8/9-1-91.

In Supersession of the Administrative approval already accorded for implantation of 53 OHE Structures in Amla Yard vide this office letter No.88/CEDO/SD/1 dated 21-2-89, the Ministry of Railways have further examined your above quoted application concerning the resultant position after actual implantation of structures and accord their Administrative approval for adoption of setting distances of 2213 mm and more as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) for implantation of 57 OHE structures in Amla Yard on Nagpur-Itarsi section as detailed in Annexure-III accompanying your application referred to above.

As already advised in this office letter No.82/WDO/SD/12 dated 18-6-1982, a list of all locations where OHE structures are finally located with setting distance less than 2360 mm may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of OHE structures. (Though a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce 12'-0" wide stock is considered).

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

(38)

No.88/CEDO/CRF/IR/12. 29-1-91.

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

Attention:- Shri.P.B.Singh, Chief Track Engineer(W).

Sub:- CRF's Inspection Report on South Eastern Railway/Waltair Division for the year ending 31st March,88 Part-III.

Ref:- Your office letter No.TC/INSP/CRF/ADA/Pt.IV/88/84 dated 8-1-91.

In terms of this office reminder of even number dated 10-9-90, your compliance report of parawise action taken on Commissioner of Railway Safety, South Eastern Circle's Inspection Reports of Waltair and Adra Division for the year ending 31st March,88 were required to be sent direct to Commissioner of Railway Safety. But, it is seen that you have so far sent the compliance report only in respect of Adra Division. Compliance report of Waltair Division is still awaited from your railway.

Ministry of Railways therefore desire that your compliance report on Waltair Division may also be sent to CRF, South Eastern Circle under advice to this office without any further delay.

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

BY AIR MAIL (39)

No.91/CEDO/SR/4. 31 -1-1991.

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

Attention: Shri T.S. Natarajan.

Sub: Running of Thyristor controlled MG AC EMU motor coaches for passenger operation on Madras Beach-Chengalpattu section (including suburban lines).

Ref: Your application No.W.368/M/2 dated 19.11.90.

.....

Please arrange to send a copy of ICF Drg.No.MG/EMU/M2-9-0-201 showing the infringements enumerated in para 4 of your above quoted application alongwith a photo copy of Board's letter No. 65/WDO/SR/42 dated 2.7.66. The required drawing and photo copy of Board's letter may please be sent immediately to enable this office to consider the issue of the sanction for running of Thyristor controlled MG AC EMU motor coaches on your railway.

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

(40)

No.90/CEDO/ORI/5.

30 -1-1991.
31

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

Sub:- Opening of the newly converted broad gauge line between Guntur and 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 13-7-1990. Sht 3

Please refer para 2 of your office letter quoted above and expedite the reply.

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

(41)

No.88/CEDO/ORI/17. 1 - 2 - 1991.

The Chief Administrative Officer(Const.,),
Northern Railway,
Headquarters Office,
Kashmere Gate,
Delhi - 110 006.

Sub:- New Double line between Bainikhurd and Amin stations on Delhi-Ambala section of Northern Railway.

Ref:- Your office letter No. 101-W/4/WI dated 28-1-1991.

Please refer to your above quoted letter and advise if an interleaved copy of the action taken on CRS's Inspection Report has also be sent to CRS, Northern Circle, Lucknow.

The date of opening of the above section for public carriage of passengers may also be advised for information of this office.

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

(42)

No. 89/CEDO/ORI/3. 4-2-91.

The Chief Administrative Officer (C)/SC,
South Central Railway,
Headquarters office,
Works Construction Branch,
Secunderabad - 500 371.

Attention : Shri P. Ramanna Chief Engineer(c) Control

Sub:- Opening of new Broad Gauge line from Nalgonda Phase-II of the construction of new Broad Gauge line between Bibinagar and Nadikude for public carriage of passengers on Secunderabad (BG) Division of South Central Railway.

Ref:- Your office letter No.W.Con.347/C/55/Vol.II dated 28/3/90.

Please refer to this office letter of even number dated 13/11/90 and expedite the reply.

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

(43)

No.90/CWDO/ORI/4.

5-2-91.

The General Manager (Constn.),
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 Gullaguda and Vikrabad in Wadi-Secunderabad section of 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 expedite the reply.

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

S (44)

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

D.O.No.88/CEDO/SR/20. New Delhi, dated 7-2-1991.

My dear BHARGAVA,

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

Ref: Your DO No.L 531 WIRR/VII dated 4.1.91.

••••

While going through the cost of removal of infringements as shown against Nagpur and Bhusawal Division in Proforma VII enclosed with your above quoted DO I find that there is discrepency in the figure of Grand total as under:-

Division	Grand total as shown in Proforma VII	Grand total 'as should be' as per details given in Proforma VII
1. Nagpur	Rs 20,46,23,000	Rs 11,04,23,000
2. Bhusawal	Rs 26,87,08,750	Rs 26,87,23,750

I shall therefore be thankful if you could look into the matter and reconcile the figure of Grand total.

With best wishes,

Yours sincerely,

Sd

(S.M. SINGLA)

Shri P.C. BHARGAVA,
Chief Bridge Engineer,
Central Railway,
BOMBAY.

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

D.O.No.88/CEDO/SR/20. New Delhi, dated 7-2-1991.

My dear VAISH,

Sub: Possibility of running 3500 mm wide special design wagons without any projecting doors outside on B.G. system of Indian Railways.

Ref: Your D.O.No.W.636/15/85(W3) dated 25/28.1.1991.

*****

While going through Proforma VII enclosed with your above quoted D.O., I find that one IN goods routing signal No.7 implanted in Dohad station yard at a setting distance of 6'-11" from centre line of track and appearing at S.No.2 in Proforma V sent earlier under your GM's letter No.W.636/15/85(W3) dated 19.5.89 does not find a place any where in this Proforma. The reasons for deletion of this signal from Proforma VII vis a vis Proforma V have however not been given in your D.O. The same may please be advised for information of this office.

Moreover, the infringements of track centres on girder bridges in statement No.1 & 2 are shown with respect to BG Schedule i.e. 4.72 m track centres whereas these infringements should have been shown with respect 4.57 m track centres as clearly brought out in this office letter of even number dated 18.1.89. The infringements to track centres on girder bridges shown against item 10 and 13 of Statement No.1 and item 20, 22 and 31 of Statement No.2 have therefore been deleted. The cost worked out to provide for 4.72 m track centres is however considered to be in order. The deletion of the item from statement No.1 & 2 as above may therefore be confirmed to this office.

With best wishes,

Yours sincerely,

S/d

(S.M. SINGLA)

Shri V.K. VAISH,
Chief Bridge Engineer,
Western Railway,
Bombay.

(46)

No.90/CEDO/ORI/1. 7-2-91

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Introduction of Electric Traction on the tracks falling under Durg-Marauda section section.

Ref:- Your letter No.CPM/BSP/DNRE/EL/T/28/4304 dated 7-8-90.

Please refer to your office letter quoted above and advise the date of commissioning of Electric Traction installations on Durg-Marauda section.

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

(47)

No.88/CEDO/ONI/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 Khairatabad stations for passenger traffic.

Ref:- Your office letter No.W.Con.347/C/60 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.24 this office letter of even number dated 29-5-89 (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.

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

(48)

No.88/CEDO/CRI/7.

7-2-91

The General Manager,
Western Railway,
Bombay.

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

The action taken on various observations made by CRS, Western Circle, Bombay 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 21-3-1989 (Copy enclosed for ready reference). But it is regretted that no action has so far been taken by your railway inspite of reminders dated 29.12.89, 20.3.90 and 8-11-90.

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

The receipt of this letter may please be acknowledged.

5/01

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

(49)

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.

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 (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.

Ministry of Railways therefore desire that no action 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/d
(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

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

13

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 11-2-1991.

No.91/CEDO/SR/2.

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

Sub: Running of BG Bogie Flat type 'BFKI' wagon loaded with 2.9 m high ISO Container over South Central Railway.

******

Please refer to your application No.W.369/1/19 dated 12.11.90 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 Drg.No. CONTR-9012-S/1 having a maximum axle load of 17.35t on the 32 BG sections of your Railway at a maximum speed as 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.W/149/BG 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.1A 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.

Contd....2/-

(51)

13/1

No.91/CEDO/SR/2. New Delhi, dated 11-2-1991.

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(1)/90-Vol.II dated 12.12.90.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.6/SC/22/2/686 dated 14.11.90.

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

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

(52)

No.90/CEDO/GKI/6. 11-2-91.

The General Manager (Constn.),
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/W-I dated 14-8-1990.

Please refer para 2 of your office letter quoted above and expedite the reply.

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

(5) (53)

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

D.O.No.88/CEDD/SR/20. New Delhi, Dated 12-2-1991.

Dear Shri.Budhiraja,

Sub:- Possibility of running 3500 mm wide special design wagons without any projecting doors outside on BG system of Indian Railways.

Ref:- General Manager, Northern Railway's letter No.89-W/9 Ot.I dated 14-9-90 and 4-12-90.

Shri.J.S.Mehro, XEN(P&D) came to this office on 28-1-91 for discussion on the above noted subject and suggested corrections in the enclosures to your office letters quoted above. He also informed that the cost of removal of infringement to track centres on Kashi-Vyasnagar section of Lucknow Division will also be furnished soon.

As per discussion all the corrections suggested by him were required to be advised to this office through a formal letter. Confirmation letter has not been received in this office still and the cost of removal of infringement to track centres on Kashi-Vyasnagar section is also awaited. I shall therefore be thankful if you could instruct Shri.Mehro to do the needful.

With regards,

yours sincerely,

s/d

(S.M.SINGLA)

Shri.M.P.BUDHIRAJA,
Chief Engineer,
Northern Railway,
New Delhi.

(54)

No.91/CEDO/SD/2. 12-2-1991.

The Commissioner of Railway Safety,
South Eastern Circle,
14, Strand Road,
Calcutta.

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

South Eastern Railway's application No. CAO/C/VSKP/D/Y/K-R/Pt.V/2887 dated 29-1-91 on the above noted subject has wrongly been delivered in this office. It should have actually been sent to your office for your recommendations and onward transmission to Chief Commissioner of Railway Safety's office.

The said application alongwith all its enclosures is therefore being sent herewith in original for necessary action at your end.

DA:-As above.

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

No.91/CEDO/SD/2. New Delhi, Dated 12-2-91.

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

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

(55)

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

D.O.No.88/CEDO/IPS/1. New Delhi, dated 12-2-1991.

Dear Shri KOPPIKAR,

Sub: Index Plan and Section.

Ref: Your office DO.No.W.229.TM.6/III dated 13.6.90.

*****

Twelve books pertaining to division wise Index Plan and Section of your Railway were brought to this office vide your above quoted D.O. by Shri R.Krishnamurthy Junior D/man of your office. As the details of one particular Division were bifurcated into two or more volumes, these books were therefore returned for being bound division wise into one volume only as per guide lines given in my D.O. of even number dated 15.6.90. But I regret to inform you that the said books have no so far been sent back to this office inspite of my D.O. reminder of even number dated 19.10.90.

I shall therefore be thankful if you could personally look into the matter and ensure that all the Division wise books of Index Plan and Section are sent to me at an early date.

With regards,

Yours sincerely,

SM

(S.M. SINGLA)

Shri G.S. KOPPIKAR,
Chief Engineer,
Central Railway,
BOMBAY.

(56)

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

D.O.No.88/CEDO/IPS/1. New Delhi, dated 12 -2-1991.

Dear Shri SAGAR,

Sub: Index Plan and Section.

Ref: Your office letter No.W/81/4/
IPS/W-7 dated 17.10.88.

In terms of this office letter of even number dated 4.10.88 North Eastern Railway was requested to send Division wise Index Plan and Section corrected upto 31.3.88. Since these books were not received from your Railway inspite of reminder dated 26.4.90, I had requested through D.O. of even number dated 19.10.90 to advise the progress made so far in the preparation of these books and the likely date by which these books will be sent. Neither any of the books have so far been sent nor the progress of work done in the preparation of these books has been advised.

You will appreciate that these books are very frequently required for reference in the Board. I shall, therefore, be thankful if you would kindly look into the matter personally and arrange to send the required books without any further delay.

With regards,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri C.R. SAGAR,
Chief Engineer,
North South Eastern Railway,
GORAKHPUR.

(57)

No. 90/CEDO/SD/3. 14 -2-91.

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

Sub:- Requirement of B.G. Schedule of Dimensions.

Please refer to this office letter of even number dated 25-5-1990 (Copy enclosed for ready reference) and expedite the reply.

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

DA;-One.

(58)

14

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 15-2-1991.

No.90/CEDO/SD/3.

1. The General Manager,
C.L.W.,
Chittaranjan, Calcutta.

2. The General Manager,
D.L.W.,
Varanasi.

3. The General Manager,
I.C.F.,
Perambur, Madras.

4. The General Manager,
Rail Coach Factory,
Kapurthala.

5. The General Manager,
M.T.P.(Rlys.),
Calcutta.

6. The General Manager,
Wheel & Axle Plant,
Bangalore.

7. COFMOW New Delhi.

8. Diesel Component Works Patiala.

9. Indian Rly. Institute of Civil Engineering Pune.

10. Indian Rly. Institute of Signal Engineering & Telecommunications Secunderabad.

11. Indian Rly. Institute of Mechanical and Electrical Engg. Jamalpur.

12. Indian Rly. Institute of Electrical Engg. Nasik.

13. The Principal Railway Staff College Vadodara.

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

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Ministry of Railways are considering the printing of B.G. & M.G. Schedule of Dimensions, it is therefore requested that the number of copies that would be required for official use in your organisation may please be intimated to this office at an early date.

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

(59)

No.90/CEDO/SD/3. 19 -2-1991.

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

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

Ref: Your office letter No.SG.177/2/1 dated 5.6.90, EL 92/1 dated 5.6.90 and W.591/0(W3) dated 8.6.90.

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The requirement of 1,000 number of copies of for S&T, 35 numbers for Electrical and 800 numbers for Engineering Department of B.G. Schedule of Dimensions for use on Western Railway as advised vide your above quoted letters is disproportionately high compared to all other railways, particularly the Eastern Railway who have asked for 600 copies of this Schedule for reference and use in the various Departments on their Railway. Based on the B.G. track kilometrage worked by Eastern Railway and those worked by Western Railway, the requirement of Western Railway for all Departments should not be more than 540 copies. Last time in the year 1974 when this Schedule was printed only 225 copies of the Schedule were supplied to Western Railway.

Ministry of Railways therefore desire that your requirement may be worked out de-novo taking all Departments into consideration and the barest minimum requirement of B.G. Schedule may be advised to this office alongwith the distribution list. Similarly, the barest minimum requirement of M.G. Schedule may also be worked out and advised alongwith the distribution list for information of this office.

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

Issue Fair Plans
Pl/edge
19/2

(60)

15

No.90/CEDO/SD/3. 19-2-1991.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Requirement of BG Schedule of Dimensions.

Ref: Your office letter No.W/544/Books/Track/7 dated 5.7.90. SNO 19

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The requirement of 1,000 number of copies of B.G. Schedule of Dimensions for use on North Eastern Railway as advised vide your above quoted letter is disproportionately high compared to all other railways, particularly the Eastern Railway who have asked for 600 copies of this Schedule for reference and use in the various departments on their railway. Based on the B.G. Track Kilometrage worked by Eastern Railway and those worked by North Eastern Railway, the requirement of North Eastern Railway should not be more than 100 copies.

Ministry of Railways therefore desire that your requirement may be worked out de-novo and the barest minimum requirement of B.G. Schedule may be advised to this office alongwith the distribution list. Similarly the barest minimum requirement of M.G. Schedule may also be worked out and advised alongwith the distribution list for information of this office.

19/2

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

O/C

(61)

Item for placing before Railway Board 19/2

No.90/CEDO/BR/3. 19-2-1991.

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

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

Ref: Your office letter No.W.684/G/V dated 30.5.90. S No 14

....

The requirement of 4,000 number of copies of B.G. Schedule of Dimensions for use on Central Railway as advised vide your above quoted letter is disproportionately high compared to all other railways, particularly the Eastern Railway, who have asked for 600 copies of this Schedule for reference and use in the various Departments on their railway. Based on the B.G. track kilometrage worked by Eastern Railway and those worked by Central Railway, the requirement of Central Railway should not be more than 700 copies. Last time in the year 1974 when this Schedule was printed only 325 copies of the Schedule were supplied to Central Railway.

Ministry of Railways therefore desire that your requirement may be worked out de-novo and the barest minimum requirement of B.G. Schedule may be advised to this office alongwith the distribution list.

19/2

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

O/C

(62)

Issue Fair Please
Rikhabh 19/2

No.90/CEDO/SD/3. 19-2-1991.

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

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

Ref: Your office letter No.SG.177/2/1 dated 5.6.90, EL 92/1 dated 5.6.90 and W.591/0(W3) dated 8.6.90.

.....

The requirement of 1,000 number of copies of for S&T, 35 numbers for Electrical and 800 numbers for Engineering Department of B.G. Schedule of Dimensions for use on Western Railway as advised vide your above quoted letters is disproportionately high compared to all other railways, particularly the Eastern Railway who have asked for 600 copies of this Schedule for reference and use in the various Departments on their Railway. Based on the B.G. track kilometrage worked by Eastern Railway and those worked by Western Railway, the requirement of Western Railway for all Departments should not be more than 540 copies. Last time in the year 1974 when this Scheule was printed only 225 copies of the Schedule were supplied to Western Railway.

Ministry of Railways therefore desire that your requirement may be worked out de-novo taking all Departments into consideration and the barest minimum requirement of B.G. Schedule may be advised to this office alongwith the distribution list. Similarly, the barest minimum requirement of M.G. Schedule may also be worked out and advised alongwith the distribution list for information of this office.

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

7c

(63)

No.90/CEDO/SD/13. 20-2-91.

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

Sub:- Requirement of B.G. Schedule of Dimensions.

Ref:- Your office letter No. W/544/Books/Track/7 dated 5-7-90.

Please refer to this office letter of even number dated 19-2-91 (Copy enclosed) on the above noted subject. The figure 100 copies appearing in last but one line of para-I may please be corrected to read as 70 copies instead of 100 copies.

The receipt of this letter may please be acknowledged.

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

(64)

No.90/CEDO/SD/13. New Delhi, Dated 19-2-1991.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Requirement of B.G.Schedule of Dimensions.

Ref:- Your office letter No.W/544/Books/Track/7 dated 5-7-90.

The requirement of 1,000 number of copies of B.G.Schedule of Dimensions for use on North Eastern Railway as advised vide your above quoted letter is disproportinately high compared to all other railways, particularly the Eastern Railway who have asked for 600 copies of this Schedule for reference and use in the various departments on their railway. Based on the B.G. Track Kilometrage worked by Eastern Railway and those worked by North Eastern Railway, the requirement of North Eastern Railway should not be more than 100 copies.

Ministry of Railways therefore desire that your requirement may be worked out de-novo and the barest minimum requirement of B.G.Schedule may be advised to this office alongwith the distribution list. Similarly the barest requirement of M.G.Schedule may also be worked out and advised alongwith the distribution list for information of this office.

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

(65)

No.89/CEDO/ORI/6. 13-2-91

The General Manager (Survey & Constn.),
Eastern Railway,
Calcutta.

For kind attention: Shri.A.Sen Gupta, C.E.(Survey & Const

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

Please refer to endorsement No.2 of this office letter of even number dated 24-5-1989 (Copy enclosed for ready reference). The action taken on the recommendations and suggestions made by Commissioner of Railway Safety, Eastern Circle, Calcutta in his Inspection Report on the opening of the above line has not so far been advised in an interleaved copy to CRS direct under advice to this office inspite of this office reminders of even number dated 25-9-89, 23-1-90, 11-4-90, 18-9-90, 19-12-90 and General Manager (Engg.), Eastern Railway's reminder to you bearing No.W.552/8/7 dated 17-4-90 (Copy enclosed).

Ministry of Railways therefore desire that an early action be taken at your end to send the interleaved copy to CRS direct under advice to this office without any further delay.

The Receipt of this letter may please be acknowledged.

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

(66)

EASTERN RAILWAY

No.W.552/8/7 Calcutta, Dt: 17th April, 1990.

Chief Engineer (S&C),
14, Strand Road,
Eastern Railway,
Calcutta.

For kind attention:- Shri.A.Sengupta, C.E.(S&C).

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

Copy in original as received from Railway Board bearing No.89/CEDO/OHI/6 dated 11-4-90, issued as reminder is sent herewith alongwith enclosure for further action to expedite the reply direct to the Railway Board and copy to this office.

Sd/-
(R.Mahalingam)
for Chief Engineer.

Copy to the Executive Director, Civil Engineering, Railway Board, New Delhi. This bears reference to Board's letter stated above. Further reference may kindly be made drawing the kind attention of C.E.(S&C)/E...y., Calcutta.

Sd/-
(R.Mahalingam)
Dy.Chief Engineer (Bridges)/CCC
for General Manager (Engg).

(67)

S.M. SINGLA
Executive Dir. Civil Engg;(G)

D.O.No.89/CEDO/SD/8. New Delhi, Dated 20 -2-91.

My dear Bhima Rao,

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

Ref:- Your D.O.No. CE/SRC/WAT/D/VSP/KAPM-GPT/8933 dated 7-8-1989.

Please refer to this office letter of even number dated 22-5-1990 on the above noted subject a reply to which is still awaited.

As per endorsement to Commissioner of Railway Safety, South Eastern Circle, Calcutta given at the bottom of your above quoted D.O. CRS was requested to recommend the condonation for the infringing grades through Chief Commissioner of Railway Safety Lucknow. Although, a long period has elapsed but the said D.O. has not so far been received in this office duly forwarded through CRS/CCRS. I shall therefore be thankful if you could persue the matter with CRS/CCRS's office and ensure that the said D.O. is sent to this office duly forwarded at an early date.

In case your D.O. has already been sent to this office alongwith CRS/CCRS's forwarding letters which has not so far been received in this office on account of loss in transaction a duly attested copy of CRS/CCRS's forwarding letters may please be sent to this office.

With best wishes,

yours sincerely,

(S. M. SINGLA)

Shri. A. Bhima Rao,
Chief Administrative Officer(Const.),
South Eastern Railway,
Visakhapatnam - 530 004.

(68)

No.89/CEDO/SD/8. New Delhi, Dated 20 -2-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter No. RS. 18-T(5)/84 dated 8-5-1989. A photocopy of the recommendations made from your office on CAO (Construction), South Eastern Railway, Visakhapatnam's D.O.No. CE/S&C/WAT/D/VSP dated 7-8-89 may please be sent for reference and use in this office.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta - 700 001, with reference to his letter No. 52/160/26 dated 19-4-89. A photocopy of the recommendations made from your office on Chief Administrative Officer (Const.) South Eastern Railway, Visakhapatnam's D.O.No. CE/S&C/WAT/D/VSP dated 7-8-89 may please be sent to this office.

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

(69)

No.90/CEDO/SD/13. 20-2-91.

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

Sub:- Requirement of B.G. Schedule of Dimensions.

Ref:- Your office letter No.SG/177/2/1 dated 5-6-90, EL 92/1 dated 5-6-90 and W.591/e(W3) dated 8-6-90.

Please refer to this office letter of even number dated 19-2-91 (Copy enclosed) on the above noted subject. The figure 540 copies appearing in 12th line of para-I may please be corrected to read as 380 copies instead of 540 copies.

The receipt of this letter may please be acknowledged.

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

(70)

No.90/CEDO/SD/13. New Delhi, Dated 19-2-91.

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

Sub:- Requirement of B.G.Schedule of Dimensions.

Ref:- Your office letter No.SG.177/2/1 dated 5-6-90, EL 92/1 dated 5-6-90 and W.591/c(W3) dated 8-6-90.

The requirement of 1,000 number of copies of for S&T, 35 numbers for Electrical and 800 numbers for Engineering Department of B.G.Schedule of Dimensions for use on Western Railway as advised vide your above quoted letters is disproprtionately high compared to all other railways, particularly the Eastern Railway who asked for 600 copies of this Schedule for reference and use in the various departments on their railway. Based on the BG Track Kilometrage worked by Eastern Railway and those worked by Western Railway, the requirement of Western Railway for all Departments should not be more than 540 copies. Last time in the year 1974 when this Schedule was printed only 225 copies of the Schedule were supplied to Western Railway.

Ministry of Railways therefore desire that your requirement may be worked out de-novo taking all departments into consideration and the barest minimum requirement of B.G. Schedule may be advised to this office alongwith the distribution list. Similarly, the barest requirement of M.G. Schedule may also be worked out and advised alongwith the distribution list for information of this office.

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

(71)

IMMEDIATE

No.90/CEDO/SR/12. 22-2-1991.

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

Sub:- Speed Certificate for 50,000 litres milk tank van to RDSO Drawing No. CONTR 8710-S/1.

Ref:- Your letter No.MC/MT/45 KL dated 14-3-90.

Commissioner of Railway Safety, Western Circle, Bombay as per his letter No.12-5/280/23 dated 28-1-91 (Copy enclosed) has recommended the running of bogie milk tank van to RDSO's Drawing No.CONTR 8710-S/1 at a maximum speed of 75 Kmph attached with goods or passenger train on Anand-Godhra-Mathura Junction Section of Western Railway hauled by A.C.Electric Locomotives. Para 2 of the Speed Certificate issued by RDSO does not mention whether it can be attached to goods/passenger trains. Similarly, Commissioner of Railway Safety has pointed out that the milk tank vans shall not be operated in partially loaded condition till such time the issue raised by Chief Commissioner of Railway Safety in his letter No.RS.18-T(6)/76 dated 19-8-77 regarding the behaviour of partially loaded tank vans on curves is clarified by RDSO and the safe speed of such movements is established. Para 3.4 of RDSO's Speed Certificate does not clarify the position as required.

Ministry of Railways therefore desire that the matter regarding attachement of milk tank vans with goods and/or passenger trains and non-movement of these vans in partially loaded condition may be examined at your end. Based on the result of your examination correction to para 2 and para 3.4 of the Speed Certificate, if necessary, may be issued to the concerned railways under advice to this office.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(72)

Jonne Pg 26/2

No. 88/CEDO/CRS/IR/10. 26-2-1991.

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

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.

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 be got expedited as a period of nearly three years has elapsed since CRS's inspection 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.

(73)

No.88/CEDO/CRS/IR/10. New Delhi, Dated 26-2-91.

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

Attention: Shri.Shyam Kumar, Chief Engineer/Sou

Sub:- Inspection Report of S.C.Railway - Guntakal Division for the year endin 31.3.88 of the section Guntakal-Cuddapah and Gudur-Renigunta - Part III.

Ref:- Your office letter No. W.247/1/16/GI SRC II 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 be got expedited as it is a period of nearly three years has elapsed since CRS's inspection took place and the action on inspection report is still incomplete inspite of repeated reminders.

(S.M. SINGLA / ~~A.K.Mehrotra~~)
Executive Director Civil Engineering
Railway Board. (~~RS~~) G

(74)

Spare

No.90/CEDO/SD/13. 26-2-1991.

The General Manager,
South Central Railway,
Headquarters Office,
Works Branch,
Secunderabad - 500371.

Sub:- Requirement of B.G.Schedule of Dimensions.

Ref:- Your office letter No. B/28/XIII/2/13(90-91) dated 13/14-6-90.

The requirement of 2,000 number of copies of B.G.Schedule of Dimensions for use on South Central Railway as advised vide your above quoted letter is disproportinately high compared to all other railways, particularly Eastern and Southern Railways who have asked for 600 and 675 copies respectively for reference and use in the various departments on their railway.

Ministry of Railways therefore desire that your requirement may be worked out de-novo and the barrest minimum requirement of B.G.Schedule may be advised to this office alongwith the distribution list. Similarly the barest minimum requirement of M.G.Schedule may also be worked out and advised alongwith the distribution list for information of this office.

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

(75)

No.91/CEDO/SD/3. 27-2-91.

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

Attention: Shri.B.R.Sharma, C.E.(E), N.E.Rly.

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

Ref:- Letter No.W/340/Infringement/LJN/4A dated 19-2-91.

Your above quoted letter addressed to Director, Civil Engineering, Railway Board has been wrongly delivered in this office. It may please be noted that there is no post of Director, Civil Engineering in Board's office. The post of Executive Director, Civil Engineering (G) is presently in operation. The letter should have been correctly addressed to Secretary (Civil Engineering), Railway Board, New Delhi.

The said letter is therefore being returned herewith in original alongwith its office copy. This may be first sent to Commissioner of Railway Safety, North Eastern Circle, Gorakhpur. Commissioner of Railway Safety, North Eastern Circle, Gorakhpur will then send it to Chief Commissioner of Railway Safety Lucknow with his comments. Finally Chief Commissioner of Railway Safety will send this letter for final disposal to Secretary (Civil Engineering), Railway Board, New Delhi alongwith his forwarding letter.

The receipt of this letter may please be acknowledged.

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

(76)

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-2-1991.

No.91/CEDO/SR/3.

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

Sub:- Running of ' UTV-502-L Machine ', supplied by M/s. Tamper Corporation USA, over various B.G. Sections of Central Railway on its own power and also in train formation as a dead vehicle.

In view of the positioned explained in your application No.W.681/Y-61/ER dated 26-9-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of UTV-502-L Machine to RDSO's Drawing No.EDO/T-2161 having a maximum axle load of 20t at a maximum speed of 60 Kmph when running on its own power and 40 Kmph when running in train formation as a dead vehicle on the 22 B.G. Sections of your railway as shown 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. 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 guide lines issued by General Manager (Safety), Northern Railway for working of track relaying trains in the Block Section under his letter No.403-T/44.B/Rules dated 12/15-10-90 and further amended vide letter dated 10-11-90 (Copies enclosed) shall also be followed.

The Ministry of Railways also sanction the infringements to item 2(ii), 15, 19(a), 20(a) and 21(a) of Chapter-IV(A) of B.G. Schedule of Dimensions (1973) involved in the running of above UTV-502-L Machine as detailed in Form-XI accompanying your application referred to above.

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

(77)

No.91/CEDO/SR/3. New Delhi, Dated 27-2-91.

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(2)/90 dated 8-2-1991.

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.39 dated 21-1-1991.

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

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

(78)

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No. 91/CEDO/SR/5.

7-3-1991.

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

Sub:- Special Material Train for the movement of PSC Slabs for replacement of 6.1 m girders.

S.NO.1

Chief Bridge Engineer, South Central Railway as per endorsement to his D.O.No. W.561/ODC dated 2-1-91 (copy enclosed) has sent Form-XI for condonation of infringement to R.D. Schedule and a set of Drawings each to Director Standards (Wagon) and Director Standards (Coaching), R.D.S.O. Lucknow for approval bearing Drawing No. CE/W/SC/BR/1447 Sheet 1 to 5 pertaining to modifications to existing coaching underframe and BVR to carry PSC slabs for replacement of about 2,000 numbers of girder bridges below 6.1 metres by PSC slabs. Director General (Wagon) has again been reminded by Chief Bridge Engineer vide letter No. W.561/ODC dated 19-2-91 (Copy enclosed) to expedite obtaining the approval of drawings, sanction for condonation of infringements and issue of Speed Certificate.

*S.NO.3

Ministry of Railways desire that necessary approval of the modification drawings may be quickly obtained and application with Form-XI be sent through Chief Commissioner of Railway Safety Lucknow to Secretary (Civil Engineering), Railway Board for obtaining the sanction for condonation of infringements in order that necessary Speed Certificate to modified coaching underframe and modified BVR may be issued by RDSO.

DA: As above

S/d

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

No.91/CEDO/SR/5.

New Delhi, Dated 7-3-91

Copy to:

Chief Engineer, S.C.Rly, Secunderabad for information.

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

O/C

(79)

No.88/CEDO/CRS/IR/12. 8-3-1991.

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

Kind Attention of Sh.M.N.Ramnathan, C.E./South, S.E.Rly.

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

Ref:- Your office letter No.TC/INSP/CRS/WAT/Pt.III/88/809 dated 4-3-91.

A copy of the consolidated compliance report of Waltair Division of South Eastern Railway stated to have been sent to Railway Board under your letter No. TC/INSP/CRS/WAT/Pt.III/88/4590 dated 26-12-90 has not so far been received in this office and appears to have been lost somewhere during transit.

It is therefore requested a photo copy of the consolidated compliance report of the Waltair Division may please be sent to this office at an early date.

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

(80)

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

No.91/CEDO/AXL/1. New Delhi, Dated 13 -3-91.

The General Managers,
All Indian Railways.

Sub:- Axle Load Diagrams.

The Board desire that the information pertaining to Axle Load on your Railway (BG, MG & NG) as at the end of March may please be furnished as per performa enclosed so as to reach this office by the end of June every year. The information in respect of Double line should be shown for UP & DN separately. Only one copy of the information as per performa need be sent for BG, MG and NG separately.

Four copies of the Axle Load Diagrams of your Railway may also be furnished showing Axle load of wagons, Sectional speed in Kmph, Ruling Gradient and Sharpest curve in degree as per specimen of Southern Railway Axle Load Diagrams - One for BG & NG and the other for MG - enclosed herewith for your information and guidance. One copy each of the proforma for different gauges with information duly filled in and four copies each of the Axle Load Diagrams in accordance with the specimen enclosed, correct as on 31-3-91 may be sent by June, 1991. It may be ensured that the Axle Load Diagrams are fully legible and presentable to Board Members for reference purpose.

The receipt of this letter may please be acknowledged.

13/3/91
(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

DA: As above.

(81)

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

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रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 15-3-1991.

No.91/CEDO/SD/4.

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

Sub: Secunderabad Division - Hyderabad - Wadi Section - Doubling of track between Gullaguda - Vikarabad - yard arrangements at Vikarabad - Request for condonation of infringing gradient in the interim stage of work.

Ref: Your office letter No.W/Con/182/C/159/Vol.III dated 11.2.1991.

*****

In view of the position explained in your above quoted letter sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 150 against 1 in 400 in Vikarabad yard as per item 2 Chapter-II of B.G. Schedule of Dimensions(1973) involved in the interim stage work of connecting proposed R & D line No.1 with the existing UP goods line at Secunderabad end as shown in Annexure-I (on the reverse). Annexure-I is based on Form-XI and Drawing No.CAO/C/SK/TR/4-91 accompanying your letter referred to above.

as

The sanction is subject to suitable precautions being laid down in the Station Working Rules of Vikarabad station prohibiting shunting in the direction of the falling gradient towards Secunderabad unless the line is blocked back, and other suitable arrangements being made by the Railway to avoid accidents. The sanction is purely temporary and is valid for a period of six months from the date of issue of this letter.

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

No.91/CEDO/SD/4. New Delhi, dated 15-3-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. RS.18-T(1)/90 dated 5.3.91.
2. The Commissioner of Railway Safety, S.C. Circle, III Floor Rail Nirman Bhavan, Secunderabad-500 371 with reference to his letter No.6/SC/7/873 dated 21.2.91.

(S.M. SINGLA)

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Item No. & Chapter	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Vikarabad Yard Limit between KM 112/6-7 (Ch.48842.80 And KM.112/7-8 (Ch.48771.47)	Gradient in the yard	Item No.2 Chapter-II	1 in 400 (0.25%) min.	1 in 150 (0.67%)	0.42%

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No.91/CEDO/SD/4. New Delhi, Dated 15-3-91.

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

Sub:- Secunderabad Division- Hyderabad-Wadi Section- Doubling of track between Gullaguda-Vikarabad-yard arrangements at Vikarabad - Request for condonation of infringing gradient in the interim stage of work.

Ref:- Your office letterNo.W./Con/182/C/159/Vol.III dated 11-2-1991.

In view of the position explained in your above quoted letter sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 150 as against 1 in 400 in Vikarabad yard as per item 2 Chapter-II of B.G. Schedule of Dimensions (1973) involved in the interim stage work of connecting proposed R&D line No.1 with the existing Up goods line at Secunderabad end as shown in Annexure-I (on the reverse). Annexure-I is based on Form-XI and Drawing No. CAO/C/SK/TR/4-91 accompanying your letter referred to above.

The sanction is subject to suitable precautions being laid down in the Station Working Rules of Vikarabad station prohibiting shunting in the direction of the falling gradient towards Secunderabad unless the line is blocked back, and other suitable arrangements being made by the Railway to avoid accidents. The sanction is purely temporary and is valid for a period of six months from the date of issue of this letter.

16/3

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

No.91/CEDO/SD/4. New Delhi, Dated 15-3-91.

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(1)/90 dated 5-03-91.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad 500371, with reference to his letter No.6/SC/7/873 dated 21-2-91.

(S.M.Singla)
for Secretary Railway Bd.

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

रेल भवन, नई दिल्ली-110001, तिथि
No.90/CKDO/SR/12. Rail Bhavan, New Delhi-110001, dated 19-3-1991.

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

Sub: Running of 50,000 litres capacity B.G. Bogie Milk Tank Van modified to RDSO Drg.No.CONTR 8710-S/1 on Anand - Godhra - Mathura Jn. Section of Western Railway.

.....

In view of the position explained in your application No.W.636/15/38 Vol.II(W3) dated 11.1.91 sent through the Chief Commissioner of Railway Safety Lucknow, the provisional sanction of Ministry of Railways is hereby communicated for the running of 50,000 litres capacity BG Bogie Milk Tank Van to RDSO's Drg.No.CONTR 8710-S/1 with maximum axle load of 7.04 t in tare condition and 20.32 t under gross loaded condition attached with a suitable Goods train or passenger train hauled by A.C. Electric Locomotive at a maximum speed of 75 Kmph on Anand - Godhra - Mathura Junction section of Western Railway.

The provisional sanction is subject to observance of all permanent speed restrictions 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 the observance of all other conditions/stipulations made in the Joint Safety Certificate No.2 of 1991, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The Milk Tank Van shall not be operated in partially loaded condition till such time the behaviour of partially loaded tank van on curves is clarified with reference to the issue raised by Chief Commissioner of Railway Safety in his letter No.RS.18-T(6)/76 dated 19.8.77.

It has however been noted from para 6.2 of RDSO's Speed Certificate that the design of the Milk Tank Van is within the B.G. Schedule of Dimensions (1973).

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

No.90/CEDO/SR/12. New Delhi, Dated 19-2-1991.

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 8-2-1991.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Buil ding Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.12-5/280/23 dated 28-1-91.

3) The Director Standards (Motive Power), 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)

(86)

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रेल भवन, नई दिल्ली-110001, दिनांक
No.90/CEDO/SR/23. Rail Bhavan, New Delhi-110001, dated 19-3-1991.

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

Sub: Running of Track Relaying Train (P.811-S) supplied by M/s Tamper Corporation USA on Central Railway.

*****

Please refer to your application No.W.681/Y-61/BR dated 13.9.90 and 19.12.90 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 Track Relaying Train (P-811-S) to General arrangement Drawing No. B-9093 V having a maximum axle load of 20 t at a maximum speed of 5 Kmph (crawling speed) when running on its own power under working condition and at 50 Kmph when running in train formation in dead condition as a tail runner with cab/trailing on the following BG sections of your Railway :-

1. Bombay VT - Kalyan - Pune - Wadi.
   (excluding Ghat portion between Karjat-Lonavla)
2. Kalyan - Igatpuri - Bhusawal - Itarsi - Jabalpur - Naini (excluding Ghat portion between Kasara-Igatpuri)
3. Balharshah-Wardha-Nagpur-Itarsi-Jhansi-Tughlakabad.
4. Bhusawal - Wardha.
5. Bina - Katni.
6. Jhansi - Juhi.
7. Jhansi - Manikpur.
8. Bhimsen - Khaira.
9. Bina - Guna - Ruthiyai - Maksi.
10. Katni/New Katni Jn. - Singrauli.
11. Diva - Vasai Road.
12. Diva - Panvel - Apta - Pen - Roha Road.

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 laid down in your Joint Safety Certificate and its amendment, excepting condition at para (j) of amendment, RDSO's Speed Certificate dated 29.6/2.7.90, 12.10.90 and 26.11.90

Contd.....2/-

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22/1

and all other certificates accompanying your application referred to above. The sanction is also subject to Central Railway ensuring that the vehicles required for braking are coupled only between the locomotive and the cab when the machine is in train formation with cab leading and the loco connected at the cab end. The loco should remain attached to the train formation even when the actual relaying operation is in progress and the entire train may be moving at the operational speed of 1/3 to 1/2 Km per hour. The guide lines issued by General Manager (Safety) Northern Railway under his letter No.403-T/44.B/ Rules dated 12.10.90 (copy enclosed) shall also be followed.

Ministry of Railways also condone the infringements to item 2(ii), 18(i), 22 of Chapter IV(A) and profile of Maximum Moving Dimensions of 1929 as shown in Diagram No.1 A and others of BG Schedule of Dimensions (1973) subject to the condition that necessary care is taken to ensure that points are not inadvertently operated below the wheels of the train during passage over turnouts.

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

No.90/CEDO/SR/23. New Delhi, dated 19-3-1991.

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 dated 24.9.90 and 15.2.91.

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.272 dated 14/19-9-90 and No.C-11(116)90-56 dated 4.2.91.

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

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

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

885/24

23

No.403-T/44.B/Rules

October 12, 1990.

Divisional Railway Manager,
Northern Railway,
Ambala

c/- Sr.DOS/DSO/DSE(C)/UMB.

Sub: Working of Track Relaying Trains.

...

Since the above train is likely to be brought into commission in near future on your Division, a copy of the Guidelines to be followed while working such train on the section, duly approved by the CSS & CTE/N.Rly., is sent herewith

T hese rules in any way do not supersede the normal instructions for working of trains as contained in N.Railway G&SR Book, Operating Manual & Block Working Manual.

Please acknowledge receipt.

(Chandra Prakash)
for General Manager/Safety

DA: As above.

c/- C.E., C.T.E., Dy.C.E.(TT)/N.Rly. HQ Office, NDLS, for information and suitable action. The working of the TRTs can only be commenced after taking required sanction from Commissioner of Rly.Safety, Northern Circle, Lucknow.

c/- DRMs/N.Rly. DLI, ALD, LKO, MB, FZR, BKN & JU.

Attested

Dy Chief Engineer/G
Northern Railway
Baroda House, New Delhi.

(89)

23/1 5/25

Guidelines for working of track relaying trains in the block section.

The following shall be the marshalling order of this train :

I Unit — Load 19=34 with train engine

1 train engine	Vacuum braked vehicles.
1 B/V	
1 C.E. four wheeler	
11 BRHs	
3=6 machine	
1 C.E.	
1 B/V	
1 BFR Spl. type (modified)	Train piped vehicle

19=34 + 1 engine

This unit will always be the leading unit.

II Unit — Clip Applicator. It will be just like a motor trolley without any buffers & coupling arrangements. It will be a self propelled vehicle. It can also be physically lifted from the track.

III Unit — Ballast regulator + TTM and rail pick up unit.

It will consist of a load of 3=6 units, with coupling arrangements and vacuum brake. It will be a self propelled unit.

IV Unit — Prime Mover + 3 BFRs : It will be a self propelled unit, consisting of a load of 4=8 (including 3 BFRs). It will be an air-braked unit.

1. The track relaying train (TRT) will normally be stabled at the nominated Depot/Stabling station where such stabling facilities will be provided. It will move from its stabling place to the place of work in accordance with the normal train working instructions and with the prior permission of the DOS/Sr.DOS and the section controller only.

2. For [illegible] movement, each unit of TRT will be treated as an independent train and will move as a train from the stabling station to the station adjacent to the site of work. The reception of each unit shall be arranged separately by the S.M. of the receiving station on a clear line. However in case of any reception line's difficulty, the subsequent units can be received on the Blocked line as per the procedure laid down in G.R. 5.09 of the N.Rly. G & SR Book 1983 i.e, by piloting such unit on OPT-374.

3. a) No Railway servant shall be permitted to work as machine operator of any TRT unit unless he is in possession of a valid competency certificate issued by the authorised officers jointly.

Contd p.2....

(90) 23/2

b) The authorised officers to test the knowledge of the TRT machine operator and to issue a competency certificate to work in the section should not be lower than the rank of J.A. Grade Officers of the Engineering, S&T and Operating Departments. Each certificate of competency issued shall be valid for a period of one year from the date of issue. The certificate shall be issued jointly by the officers of three departments.

4. Block will be sanctioned by Sr.DOS/DCS Preliminary arrangement for imposing the block as laid down in SR 15.8/4(b) will be followed.

5. The Engineering officials incharge will inform in writing to the ASM on duty at the originating station for taking the block.

6. Before permitting the block the ASM of the originating station will inform the section controller and will get his permission under exchange of private number. The ASM concerned will exchange the message with the ASM on the other end of the block section under exchange of P.No. giving details of :-

a) Place of work (Kilometrage).
b) Duration of work (from _____ hrs. to _____ hrs.).
c) To which station these units will proceed after completion of work for clearance of the block section
d) Total number of units (track relaying train) which will enter the section.

7. The following documents will be issued by the ASM of the starting station:-

a) To the first unit i.e. track relaying train :-

i) Proper Authority to proceed.
ii) Caution order OPT/80 specifying special instructions on which this train will work between two stations.

b) To the second, third and forth units - Each unit will be issued the following documents by the ASM of the originating station :-

i) OPT 3/4 (Authority to proceed without line clear).
ii) OPT/80 informing for the presence of I unit/units ahead of him and all other special instructions necessary.
iii) OPT/373 for last stop signal.

8. The second unit will be permitted to enter the block section after a minimum time interval of 15". However, the subsequent units will be permitted to enter the Block section after a time interval of 10".

Contd p./3....

(91) 3/3 5/25

9. Each unit on reaching the place of work, will be protected as per the instructions contained in G.R. 6.03. On arrival of the last unit at the place of work, the entire working group will be protected as one unit as per the instructions contained in G.R. 6.03 of G&SR book. Such protection will be arranged on :-

i) Double line, in the rear by the Engg. Officials.

ii) On single line, on both sides by the Engg. Officials.

Each unit will be manned by two machine operators and during the course of its run the duties of driver will devolved upon the leading machine operator and the duties of guard will be devolved upon the other machine operator.

10. Reception of the train/units :-

I Unit - On proper signals at the stetion nominated for reception of the train.

II Unit - The rules & procedure of reception of train on blocked line as contained in GR & SR 5.00 will be followed for the reception of 2nd and subsequent units.

11. Clearance of the block section

The T.R.T. will normally move in the forward direction after the completion of work to clear the block section. However, in case of emergency or under special circumstances it can be brought back to the place of its origination.

After the complete arrival of all the TRT units & clearance of section, certificate of "section left clear" will be issued by the Engg. official Incharge of the work (TRT) who will be be below the rank of PWI.

12. The leading unit will enter/clear the block section at the normal speed. The subsequent units will proceed at a restricted speed of 25 KMPH.

13. The TRT will work during the day light hours only.

14. Tail lamp/tail board as per rules will be provided on all the units of the TRT.

15. Equipment for each unit will be as under :-

a) Two hand signal lamps.
b) Two red and two green hand signal flags.
c) Detonators -12.
d) Two banner flags.
e) A thunder whistle.
f) A motor horn.
g) A copy of working time table.
h) T/lamp/LV Board.
i) Private No. book.
j) Walkie Talkie equipment.
k) First aid-box.
l) One Megg-mike.
m) Portable telephone.

Contd. p./4....

(92)
23/4

N.B. The official incharge shall also be in possession of a watch which will be synchronised with the control time.

16. Working time of TRT will not be permitted during thick, foggy, tempestuous weather, total failure of communications, single line working on double line and on ghat section.

17. The TRT units, when stabled at the station, will be secured and protected on the line nominated by the ASM in the manner as a ballast train is protected as contained in GR 4.64. The siding on which it is stabled must always be isolated from rest of the yard.

18. During the run, the Engg. Officials incharge of the each unit will personally ensure that the L-xing gates in the section are closed against the road traffic before crossing it. Instructions contained in GR 3.73 & 3.73/1 should be strictly followed while passing such L-xing gates.

19. The Operation of the TRT when working in the section, will be supervised by a senior Safety Inspector who should be of the grade Rs.2000-3200(RPS). The post of such Inspectors shall be sanctioned specially against this project.

NOTE:

(i) These units cannot be combined together due to different brake system.

(ii) The speed of these trains should remain within the speed permitted by Commissioner of Railway Safety.

(iii) All the provisions of GR&Optg, manual, block working manual & other instructions, Issued for train Operation shall be applicable in this case as well.

Attested

— x —

Dy Chief Engineer/G 16.10.80
Northern Railway
Baroda House, New Delhi

***

MS/-

(93)

S.No. 20

24

No.89/CEDO/OHI/6. 19-3-91.

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

Sub:- Opening of new down line from Basarathpur 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/CON/W/1600/Pt.II/2 dated 25th February, 1991. S/No 18

Please refer to Para 8 of the interleaved copy of CRS's Inspection Report sent under your above quoted letter.

Ministry of Railways desire that the target date for providing telephone, recommended by the CRS, be indicated, if not already provided. It may also be confirmed if the standard of road surface between the level crossing gates has been made consistent with that of the approaches as observed by CRS.

The leaf gates of the level crossing should also be replaced by lifting barriers, so as to facilitate simultaneous closing of both the approaches.

(A.K.Mehrotra) 19/3
Executive Director Civil Engineering (B&S),
Railway Board.



(94)

No.91/CEDO/HR/1. New Delhi, 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.

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

(94)

27

No.91/CEDO/BR/1. 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

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21/3

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

(95)

27/1

STATEMENT 'A'
TOTAL NUMBER OF BRIDGES
.....RAILWAY

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Total (Col.5+ Col.9)
	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

(96)

Spare.

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

D.O. No.89/CEDO/SR/17. New Delhi, dated -3-1991.

Dear Shri GUPTA,

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

Ref: Your office letter No.W.631/0 Pt. IV dated 25.7.1989.

******

Please refer to my D.O. of even number dated 17.12.90 wherein it was emphasised that the information furnished to this office under your letter quoted above is not in order, as it does not give the break up of 72 UTS and 90 UTS rails separately on the routes identified for running of BOBR wagons on Eastern Railway.

As there were some changes in the routes identified for running of BOBR wagons, I had enclosed a fresh list of routes identified, with the request to furnish the information strictly in accordence with the proforma. The required information has not been received still. I shall therefore be thankful if you could kildly ensure that the required information is sent to me by return post, as per the fresh list which is again enclosed herewith.

With regards,

Yours sincerely,

Sd/-

DA : As above.

(S.M. SINGLA)

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

Spell (97)

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

D.O. No.89/CEDO/SR/17. New Delhi, dated 22-3-1991.

Dear Shri BUDHIRAJA,

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

Ref: GM Northern Rly.'s letter No. 219-W/24/0/TP dated 28.7.89.

******

Please refer to my D.O. of even number dated 17.12.90 addressed to Shri Ashok Kumar CTR on the above noted subject. Since there were changes in the routes identified for running of BOBR wagons, I had requested him to furnish the information in accordence with the revised list enclosed therewith.

As the required information is still awaited from your railway and the Board are pressing hard to have the information immediately, I shall be thankful if you could kindly ensure that the same is sent to me by return post. The revised list is again enclosed herewith.

With regards,

Yours sincerely,

Sd/-

DA : As above.

(S.M. SINGLA)

Shri M.P. BUDHIRAJA,
Chief Engineer,
Northern Railway,
New Delhi.

Ref: Item No.821 of CE-II Branch letter No. 90/CE-II/TSC/1 dated 14/17-12-90.

The decision of the Board has been conveyed to RDSO to constitute a multi-disciplinary Committee for review of B.G. and M.G.Schedule of Dimensions and circulate revised draft of these Schedules to the Railways.

Since 762 mm (2'-6") NG Schedule is 1963 print and 610 mm (2'-0") NG Schedule is 1964 print. These two Schedules which are 26/27 years old may also be referred to Multi-disciplinary Committee of RDSO for preparation of revised drafts after obtaining the approval of the Board (M.E.) and correction issued to item No-821 & the above quoted letter.

14-4/4

RDCE(G)

CE-II EDCE(P)

No new works on NG line are coming up. Perhaps we may continue with the old Schedules. EDCE(P) 14/4

EDCE(G) We may proceed with the translation.

EDCE(G)

14/4

EDCE(G) & EDCE/P के नोट के अनुसार 2'-6" और 2'-0" शेडयूल का हिन्दी अनुवाद किया जा सकता है। दोनों शेडयूल की एक एक कापी नीचे रखी है।

26/4/91

दि. वि. I

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

(99)
28

No.91/CEDO/SD/6.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 1-4-91. 19

The Chief Administrative Officer (C),
South Central Railway,
Secunderabad - 500 371.

Sub:- Secunderabad Division - Construction of bye-pass line between Sanatnagar and Moula Ali stations - Yard arrangements at Moula Ali - Infringing gradient in the yard.

Ref:- Your office letter No.W.Con.338/8/Vol.X dated 21-2-1991.

In view of the position explained in your above quoted letter sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 100 as against 1 in 400 in Moula Ali yard to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) involved in the construction of proposed bye-pass line between Sanatnagar and Moula Ali stations as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. CAO/C/TR/65-80/8 & Sketch No.CAO/C/SK/TR/5-91.

It is noted that there is already an arrangement of isolation in the existing yard by way of Sand Hump on the Down line and Trap Switch on the Up line to prevent rolling of loose wagon/ wagons into the section from existing lines of Moula Ali yard.

The sanction is subject to observance of the condition that no shunting will be performed between 'C' and 'D' Cabins where there are steep gradients of 1 in 100.

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

P.T.O.

(106)

2811

No.91/CEDO/SD/6. New Delhi, Dated 1-4-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(1)/90 dated 21-3-1991.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad-500371, with reference to his letter No.6/SC/7/907 dated 21-2-1991.

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

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Item No. & Chapter	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Moula-Ali station yard limit.	Gradients in yard limit from Km: 201/9-10 Up & DN M/L R/G from Km:201/10-11 to Km:202/1-2 For DN. M/L. Rise from Km: 201/11-12 to Km:202/2-3 falling for Up line and also for NPC Siding corrosponding Km:201/6-7 to Km:201/9-10 & from Km:201/11-12 to Km:201/14 - 202/1.	Chapter-II Item-2 of B.G.Schedule of Dimensions.	1 in 400 0.25%	1 in 100 1.0%	0.75 %

(101)

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 01-4-1991.

No.91/CEDO/SR/4.

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

Sub: Running of Thyristor controlled MG AC EMU motor coaches for passenger operation on Madras Beach - Chengalpattu section (including Suburban lines).

.....

In view of the position explained in your application No.W.368/M/2 dated 19.11.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for service trial running of two rakes of Thyristor controlled MG AC EMU motor coaches for passengers to ICF Drg.No.MG/EMU/M2-9-0-201 having an axle load of 14.2 t under dense crush load conditions at a maximum speed of 65 Kmph on Madras Beach - Chengalpattu Section (including Suburban lines) for a period of one year. During these service trials, the effect of running of Thyristor controlled rakes on the signalling installations in the section will be kept continuously under observation ~~during the period of service trials~~ and action taken accordingly in case of any mal-functioning of any type being noticed under advice to RDSO. RDSO have issued the speed certificate only for trial running. Therefore Southern Railway may approach the Board for regular running through CRS/CCRS when a Speed Certificate is issued by RDSO.

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, RDSO's Speed Certificate No. MC/EMU/SPD/MG dated 17.4.90, 8.5.90 & 19.10.90 and all other certificates accompanying your application referred to above.

The sanction of Ministry of Railways is also communicated for condonation of infringement to item 12 Chapter IV(b) of MG Schedule of Dimensions (1963) as shown in Form-XI accompanying your application referred to above. Condonation of infringement to item 14 Chapter-IV(A) of MG Schedule of Dimensions (1963) has however already been conveyed under this office letter No.65/WDO/SR/42 dated 2.7.66.

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

Contd...2/-

No.91/CEDO/SR/4. New Delhi, dated 6-3-1991.

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 2-1-91.

2. The Commissioner of Railway Safety, Southern Circle, 7 Seshadri Road, Gandhinagar, Bangalore-560 009 with reference to his letter No.1157 dated 10.12.90.

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

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

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

(103)

No.91/CEDO/SD/6.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 1-4-91. 19

The Chief Administrative Officer (C),
South Central Railway,
Secunderabad - 500 371.

Sub:- Secunderabad Division - Construction of bye-pass line between Sanatnagar and Moula Ali stations - Yard arrangements at Moula Ali - Infringing gradient in the yard.

Ref:- Your office letter No.W.Con.338/8/Vol.X dated 21-2-1991.

In view of the position explained in your above quoted letter sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 100 as against 1 in 400 in Moula Ali yard to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) involved in the construction of proposed bye-pass line between Sanatnagar and Moula Ali stations as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. CAO/C/TR/65-80/8 & Sketch No.CAO/C/SK/TR/5-91.

It is noted that there is already an arrangement of isolation in the existing yard by way of Sand Hump on the Down line and Trap Switch on the Up line to prevent rolling of loose wagon/ wagons into the section from existing lines of Moula Ali yard.

The sanction is subject to observance of the condition that no shunting will be performed between 'C' and 'D' Cabins where there are steep gradients of 1 in 100.

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

P.T.O.

No.91/CEDO/SD/6. New Delhi, Dated 1-4-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(1)/90 dated 21-3-1991.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad-500371, with reference to his letter No.6/SC/7/907 dated 21-2-1991.

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

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Item No. & Chapter	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Moula-Ali station yard limit.	Gradients in yard limit from Km: 201/9-10 Up & DN M/L R/G from Km:201/10-11 to Km:202/1-2 For DN. M/L. Rise from Km: 201/11-12 to Km:202/2-3 falling for Up line and also for NFC Siding corrosponding Km:201/6-7 to Km:201/9-10 & from Km:201/11-12 to Km:201/14 - 202/1.	Chapter-II Item-2 of B.G.Scheuule of Dimensions.	1 in 400 0.25%	1 in 100 1.0%	0.75 %

(105)

No.91/CEDO/SD/6. 1-4-91.

The Chief Administrative Officer (C),
South Central Railway,
Secunderabad - 500 371.

Sub:- Secunderabad Division - Construction of bye-pass line between Sanatnagar and Moula Ali stations - Yard arrangements at Moula Ali - Infringing gradient in the yard.

Ref:- Your office letter No.W.Con.338/8/Vol.X dated 21-2-1991.

In view of the position explained in your above quoted letter sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 100 as against 1 in 400 in Moula Ali yard to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) involved in the construction of proposed bye-pass line between Sanatnagar and Moula Ali stations as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. CAO/C/TR/65-80/8 & Sketch No.CAO/C/SK/TR/5-91.

It is noted that there is already an arrangement of isolation in the existing yard by way of Sand Hump on the Down line and Trap Switch on the Up line to prevent rolling of loose wagon/ wagons into the section from existing lines of Moula Ali yard.

The sanction is subject to observance of the condition that no shunting will be performed between 'C' and 'D' Cabins where there are steep gradients of 1 in 100.

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

P.T.O.

No.91/CEDO/SD/6. New Delhi, Dated / -4-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(1)/90 dated 21-3-1991.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad-500371, with reference to his letter No.6/SC/7/907 dated 21-2-1991.

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

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Item No. & Chapter	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Moula-Ali station yard limit.	Gradients in yard limit from Km: 201/9-10 Up & DN M/L R/G from Km:201/10-11 to Km:202/1-2 For DN. M/L. Rise from Km: 201/11-12 to Km:202/2-3 falling for Up line and also for NFC Siding corrosponding Km:201/6-7 to Km:201/9-10 & from Km:201/11-12 to Km:201/14 - 202/1.	Chapter-II Item-2 of B.G.Schedule of Dimensions.	1 in 400 0.25%	1 in 100 .0%	0.75 %

(107)

Some Ref 2/4

No.91/CEDO/SD/5. 2-4-1991.

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

Sub:- Condonation of infringement to BG Schedule of Dimensions for running of passenger trains via.Goods bye-pass line in Barauni yard between Garhara-Tilrath at Km:177/12-9 connecting Main line Barauni-Katihar to point No.435 on slow line between Barauni-Samariya stations.

Ref:- Your application No.W/340/IS/SEE/2/4A dated 5-12-90.

In your application mentioned above, approval to the condonation of infringements to item 2 Chapter-I of B.G. Schedule of Dimensions has been requested for a period of two years. Ministry of Railways desire to know if the plan showing the stages for execution of works has been prepared and the approximate cost likely to be incurred for its removal You may also advise whether the work as per this plan has been approved for execution by the competent authority and funds provided so that it can be completed within a period of two years.

Similar sanction to condonation of infringements to item 2 Chapter-I of B.G.Schedule of Dimensions was granted for the remodelling of Lucknow yard in connection with doubling of Lucknow-Kanpur BG Section which was to be removed by 31-3-91 latest. Kindly advise whether this has been done.

The above information may be sent immediately to enable this office to consider your application mentioned above.

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

(108)

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

No.91/CEDO/SR/6. New Delhi, dated 4-4-1991.

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

Sub: Speed Certificates for Wagons.

.....

Based on RDSO's letter No.M/W/SPD/GL dated 21.4.1979 Annexure - II (copy enclosed) showing the maximum permissible speed of various types of wagons has been issued.

Ministry of Railways desire that a similar statement showing the latest maximum permissible speeds in empty as well as loaded condition for all types of wagons presently in operation on BG, MG and NG system of Indian Railways may please be sent for reference and use in this office.

The receipt of this letter may be acknowledged.

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

DA : As above.

(109)

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

No.90/CEDO/Density Chart. New Delhi, dated -4-1991.

1. The General Manager,
Central Railway,
Bombay.

2. The General Manager
Northern Railway,
New Delhi.

3. The General Manager,
N.E. Railway,
Gorakhpur.

4. The General Manager,
Western Railway,
Bombay.

Sub: Density Chart.

Ref: i) Central Rly.'s letter No. G102/WM-2/87-88 dated 25.10.89.

ii) Northern Railway's letter No. 571-W/0/XV/88-89 dated 27.12.89.

iii) N.E. Railway's letter No.W/275/47/1/Pt.V/4A dated 26.2.90.

iv) Western Railway's letter No.W 503/5/4/(W1) dated 17.7.89.

.....

Please refer to this office letter of even number dated 11.5.90 copy enclosed for your ready reference. In terms of this letter five copies of density charts and two copies of density statement indicating the G.M.T. for 1989-90 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 the 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 Engineering(G),
Railway Board.

DA : As above.

(110)

No.88/CEDO/CRS/IR/3. 4-4-91.

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 10-12-90.

Please refer to this office letter of even number dated 14-1-1991 (Copy enclosed for ready reference) and expedite the reply.

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

(111)

No.88/CEDO/CRS/IR/3. New Delhi, Dated 14-1-91.

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 10-12-90.

Please refer to your letter quoted above. The reply furnished by your office regarding refixation and visibility of boundary pillars after two years of CRS's inspection that it is noted and instructions issued is not appreciated.

It is presumed that the railway would have refixed the boundary pillars by now and these must be clearly visible during inspection. This may please be confirmed.

Sd/-
(J.M.SHARMA)
Executive Director Land Management,
Railway Board.

(112)

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

No.91/CEDO/OLW/1. New Delhi, Dated 5-4-1991.

The General Managers,
All Indian Railways.

Sub:- i) New lines opened/Doublings opened/ Conversions opened/Dismantled lines restored during the year 1990-91.

ii) Lines dismantled during 1990-91.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1991.

Reference is invited to this office letter No.90/CEDO/OLW/1 dated 20-4-1990 in response to which this office was furnished with statement and plan showing the works as mentioned in the subject noted above during the year 1989-90 under your reference mentioned below.

The Ministry of Railways desire that one copy of the statement and the plan as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1990-91 also at the earliest.

The receipt of this letter may please be acknowledged.

(S.M.SINGLA) 5/4/91
Executive Director Civil Engg;(G),
Railway Board.

1) Central Railway's letter No.EW/481/G/51 dated 7-6-90.
2) Eastern Railway's letter No.CE/CON/W/16Pt.III/62 dated 23.5.90
3) Northern Railway's letter No.90-W/W.Spl/Genel/Pt.V dated 28-5-90.
4) North Eastern Railway's letter No.W/CON/286/5/Pt.I/W.2 dated 30-8-90.
5) N.F.Railway's letter No.W/260/0/Pt.VI/W-7 dated 13-6-90.
6) Southern Railway's letter No.J.347/1/CN dated.18-6-90.
7) South Central Railway's letter No.W/Con/387/61/Vol.II dated 10-5-90.
8) South Eastern Railway's letter No.AB/Kilometrage/89-90 dated 6-12-90.
9) Western Railway's letter No.WC/415/5 Vol.III dated 8-6-90.

(113)

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

31

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 9-4-91. 19

No.91/CEDO/SD/7.

The Chief Engineer (Constn.)HQ.,
Central Railway,
Bombay V.T.

Sub:- Bombay VT Suburban yard remodelling to provide double discharge facilities - Extension of existing Island platform 8-A to 374M for receipt and despatch of Mail/Express trains - Condonation of infringements.

With reference to your application No.EW-861/W-38A/VI dated 31-1-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to track centres to item 13(i) Chapter-I (read with Note 2 Chapter-II) in connection with extension of existing island platform No.8A to 374 metres for receipt and despatch of Mail and Express trains in Bombay VT Suburban yard as shown in Annexure-I enclosed. Annexure-I is based on Form-XI and Central Railway's Drawing No. CM(E) BB/22191 and Sketch No. CM(E) BB/SK-1402-A.

The sanction is subject to observance of a speed restriction of 15 Kmph on line No.8 and 8A infront of Central Cabin in Bombay VT yard (Between ES No.WHT 13/80 and ES No.WPC 16/86.

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

No.91/CEDO/SD/7. New Delhi, Dated 9/10-4-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.RS.18-I(3)/90 dated 5-4-91.

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.161 dated 2-4-91.

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

31/1

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Item No. Chapter	Prescribed Dimensions	Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Bombay VT between ES No.WHT 13/80 and ES No. WPO 16/86	Track centres between UP through line (Line No.8) and Line No.8A as shown in Drg.No. GM(E)BB/22191 and GM(E)BB/SK-1402.	Item 13(i) Chapter-I read with Note 2 of Chapter-II	Minimum distance centre to centre of track 4725 plus extra clearance for curve.		
		i)Track centres between Station 10 to 13.	-do-	4725+131=4856 mm	4880 to 4600 mm	256 mm to 0
		ii)Track centres between Station 13 to 18.	-do-	4725+68=4793 mm	4600 to 4420 mm	373 mm to 193
		iii)Track centres between Station 18 to 23.	-do-	4725+143=4868 mm	4420 to 4630 mm	448 mm to 238
		iv)Track centres between Station 23 to 33.	-do-	4725+122=4847 mm	4630 to 4840 mm	217 mm to 7

(114)

Spare (115)

No.90/CEDO/SR/28 6.4.1991.

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 letter No.CT/LC/MG dated 20.9.90.

.....

Please refer to this office letter of even number dated 4.12.90 (copy enclosed for ready reference) and expedite the reply.

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

DA : As above.

(116)

32

No.89/CEDO/SR/19. New Delhi, dated 12-4-1991.

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

Sub: Running of BG Bogie Covered Wagon type 'BCN' over South Central Railway.

.....

In view of the position explained in your application No.W/368/ BCN/87 dated 25.1.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 'BCN' wagon to RDSO's Drg.No.WD-84014-S/1 Alt.5 provided with BCX Mk-II type of body but fitted with modified CASNUB-22 W(M) bogies, 20.32 t maximum axle load, non transition centre buffer couplers and twin pipe graduated release air brake system, on the 24 BG sections of your railway in empty and loaded condition 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Final Speed Certificate No.MW/BCN dated 16.9.88 with amendments dated 8.12.88, 9.12.88 and Board's letter No.83/M(N) 951/12 dated 27.12.84 regarding system of train examination and brake power certificate for 'BOXN' wagon and all other certificates accompanying your application referred to above.

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

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

Contd....

(117)

3211

No.89/CEDO/SR/19. New Delhi, dated 12-4-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to Endorsement No.RS.17-T(1)/90 Vol.II dated 21.3.91.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.6/SC/22/2/860 dated 16/19.2.91.

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

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

(118)

33

No.88/CEDO/SR/27. 16 -4-1990.

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

Sub: Status position of Rolling Stock - Wagons - Rehabilitation of Bridges required on K.K. line.

Ref: Your C.B.E.'s D.O.No.G/Wagon/BOBR dated 19-12-89.

-.-.-.-.-.-

The action on this office letter of even number dated 26-6-89 (copy enclosed) regarding completion of the works of strengthening of Bridges and renewal of track on K.K.line within a time frame of three years may please be advised for information as it transpires that the works proposed in 1990-'91 do not reflect your Railway's intention to go ahead with these works. A quarterly statement seperately for strengthening of bridges and renewal of track showing the progress of work made during the quarter and the cumulative total progress made till the end of the quarter may be sent regularly alongwith two separate bar charts highlighting the progress made for information of the Board. To start with the progress for the quarter ending March 1990 may be sent immediately and regular progress statements and bar charts continue to be sent till completion of the work at the end of each quarter by 15th of the month coming just after the close of the quarter.

It may also be clarified whether pending strengthening of bridge and renewal of track on K.K.line 'BOXN' Wagons having an axle load of 22t may be permitted on experimental basis as the construction of this line is new and it may not present any problems.

An early reply is requested.

The receipt of this letter may please be acknowledged.

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

(119)

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

34

No.89/CEDO/SR/15.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 16-4-1991.19

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

Sub: Running of B.G. Bogie Rail Wagon type 'BRN' over South Central Railway.

....

In view of the position explained in your application No.W.368/BRN/90 dated 25.1.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of BG bogie rail wagon type 'BRN' to RDSO's Drg.No. WD-84013-S-1 Alt.5 fitted with elastomeric pads, modified CASNUB-22 W(M) bogies, non-transition centre buffer couplers, twin pipe graduated release air brake system and having a maximum axle load of 20.3 t on the 24 BG sections of your railway, in empty and loaded condition at a maximum speed shown against each section in the Joint Safety Certificate.

The sanction is subject to observance of all permanent speed restrictions as notified in the current working time table of your railway and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.W/163/BG, RDSO's Speed Certificate dated 15.2.90 and all other certificates accompanying your application referred to above.

It is noted from para - I of RDSO's Final Speed Certificate No.MW/BRN dated 15.2.90 that 'BRN' wagon has the same overall moving dimensions and other leading particulars as in the case of 'BRH' wagon already running on line.

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

Contd....2/-

(120)

3411

No.89/CEDO/SR/15. New Delhi, dated 16 -4-1991.

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(1)/90-Vol.II dated 8.3.91.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.6/SC/22/2/858 dated 16/19.2.91.

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

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

सं0 हिंदी-78/स्व•स्त•2/5

विषय:- "रूल्स फॉर ओपनिंग ऑफ ए रेलवे पुस्तक का अनुवाद एवं द्विभाषी प्रकाशन•

.....

उपर्युक्त पुस्तक के हिंदी अनुवाद एवं द्विभाषी प्रकाशन के बारे में पूछे जाने पर सी•ई•डी•ओ•अनुभाग द्वारा पिछले लगभग एक वर्ष से सूचित किया जा रहा है कि उक्त पुस्तक मुख्य आयुक्त, रेलवे संरक्षा के पास संशोधनाधीन है। संसदीय राजभाषा समिति की भारत सरकार द्वारा स्वीकार की गयी सिफारिशों के अनुसार, सभी नियम पुस्तकों के अनुवाद तथा मुद्रण का काम वर्ष 1991 के अंत तक पूरा किया जाना अपेक्षित है।

अत: अनुरोध है कि उक्त पुस्तक के संशोधन की अद्यतन स्थिति के बारे में हिं(विशेष)I को 15•4•91 तक सूचित करने की व्यवस्था करें।

11/4/91

(विजय कुमार मल्होत्रा)
निदेशक, राजभाषा,
रेलवे बोर्ड•

कार्मिक(जी) समसि 15/4

ई•डी•सी•ई•(जी)

Recd on 15/4/91

रूलस फॉर ओपनिंग ऑफ ए रेलवे मुख्य रेलवे सुरक्षा आयुक्त के पास संशोधनाधीन है। जिस से अभी तक कोई भी टारगेट डेट प्राप्त नहीं हुई है। पत्र संख्या नम्बर 70/W00/0R1/10/1 दि. 16/4/91 के द्वारा मुख्य रेलवे सुरक्षा आयुक्त को फिर से स्मरण करा दिया गया है।

नारायण
25/4/91
ई. डी. सी. ई (जी)
निदेशक राजभाषा

(122)

No.88/CEDO/ORI/17.

25-4-1991.

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

Sub:- New Double line between Bainkhurd and Amin stations on Delhi-Ambala section of Northern Railway.

Ref:- Your letter No.203W/4/279 dated 10-4-91.

After the work of provision of lifting barrier on Level Crossing No.78-C is completed, the compliance report may please be sent to this office.

(A.K.Mehrotra)
Executive Director Civil Engineering([illegible]S),
Railway Board.

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

(123)

No.90/CEDO/SR/13. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 25-4-1991.

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

Sub: Movement of 2900 mm high and 2600 mm wide I.S.O. Containers on B.G. System - Condonation of Infringements.

Ref: Your letter No.CT/CONTN/BG/MG dated 26.6.1990.

.....

In view of the position explained in your above quoted letter, the sanction of Ministry of Railways is hereby communicated for the following infringements to the BG Schedule of Dimensions (1973) involved in the design of 2600 mm (8'-6") wide X 2900 mm (9'-6") high I.S.O. Containers loaded centrally on the newly designed flat wagon with reduced floor height, short wheel diameter, Non-transition type centre buffer couplers and 20.32t axle load as per RDSO's Drg.No.CONTR-9004-S/1 and CONTR-9005-S/1.

S.No.	Item of Schedule	Description	Dimensions as per Schedule (mm).	Actual Dimensions(mm).
1.	Clause 2(ii) of Chapter-IV(A)	Min. Wheel Dia. on tread on new carriage or wagon wheel measured at 63.5 mm wheel gauge face.	914	840
2.	Clause 11 of Chapter-IV(A)	Min. height above Rail level for floor of fully loaded goods vehicle.	1145	934
3.	Profile for Maximum Moving Dimensions of 1929 as shown in Diagram No. 1A and others	Maximum height above Rail Level at sides.	3505 mm from Rail level (increasing gradually to 4115 mm at centre)	3909 mm infringing side slope by 290 mm above 3619 mm height from Rail Level.

Contd...2/-

(124)

These containers will run as an ODC under extant ODC stipulations but since the ISO Containers after being locked with container flat constitute an integral part of the rolling stock thus eliminating the chances of it getting laterally shifted during the run, the speed restriction for 'A' class ODC laid down in para 4(1) of Railway Board's letter No.82/WDO/ODC/1 dated 14.9.1982 shall not be applicable to the movement of I.S.O. containers loaded centrally on low platform container flats and can be run at speed upto which trains carrying 4 wheelers are permitted to run on the section.

The sanction for condonation of infringements is granted subject to the instructions that the train carrying ISO containers loaded centrally on the low platform container flats are allowed to move only on non-platform lines while passing through Station Yards on non-electrified sections. In case of non-availability of non-platform lines in non-electrified stations fixed structure will have to be suitably modified or suitable speed restrictions will have to be imposed. A suitable clause to this effect may be inserted by RDSO in the Speed Certificate.

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

No.90/CEDO/SR/13. New Delhi, dated 25-4-1991.

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 dated 9.7.90.

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

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

(125)

36

No.90/CEDO/SR/12.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 25-4-1991. 19

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

Sub: Running of 50,000 litres capacity BG Bogie Milk Tank Van modified to RDSO Drg.No.CONTR.8710-S/1 on Anand - Godhra - Mathura Jn. section of Western Railway.

Ref: Your application No.W.636/15/38 Vol.II(W3) dated 11.1.91.

.....

RDSO vide their letter No.MC/MT/45 KL dated 11.4.91 have advised that detailed oscillation trials were conducted on 40,000 litres capacity milk tank van during 1976 under empty/loaded/half loaded conditions on straight track as well as curves. On the basis of satisfactory results of oscillation trials contained in the Mechanical Engineering Report No.349, the above milk van was cleared for an operational speed of 100 Kmph under empty/loaded/half loaded conditions and final speed certificate was issued. Since then a number of milk vans of 40,000 litres capacity are regularly in operation. On this basis, RDSO have considered it safe to run 50,000 litres capacity milk van also under partially loaded condition at a maximum speed of 75 Kmph.

Ministry of Railways have therefore decided that in partial modification, the following condition appearing at the end of para 2 of this office sanction letter of even number dated 19.3.91 may be treated as deleted.

" The Milk Tank Van shall not be operated in partially loaded condition till such time the behaviour of partially loaded tank van on curves is clarified with reference to the issue raised by Chief Commissioner of Railway Safety in his letter No.RS.18-T(6)/76 dated 19.8. 77."

The receipt of this letter may please be acknowledged.

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

Contd...2/-

(126)

36/1

No.90/CEDO/SR/12. New Delhi, dated 25-4-1991.

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(1)/90 Vol.II dated 8.2.91.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 12-5/280/23 dated 28.1.91.

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

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

(127)

No.91/GEDO/SD/5. -4-1991.

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

Sub:- Condonation of infringement to BG Schedule of Dimensions for running of Passenger train via.Goods bye-pass line in Barauni yard between Garhara-Tilrath at Km:177/12-9 connecting Main line Barauni-Katihar to point No.435 on slow line between Barauni-Samariya stations.

With reference to your application No. W/340/IS/SEE/2/4-A dated 5-12-90 sent through the Chief Commissioner of Railway Safety Lucknow, and your letter dated 18-4-91, the temporary sanction of Ministry of Railways is hereby communicated to the condonation of infringement to the curves existing on Garhara-Tilrath bye-pass line which takes off from Barauni-Katihar converted B.G.Main line at one end and joining Garhara at the other end to item 2 Chapter-I of BG Schedule of Dimensions (1973), as shown in Annexure-I is based on Form-XI and CE's Plan No. Y/1/91 accompanying your application referred to above.

The sanction is purely temporary and is valid for a period of two years from the date of issue of this letter. It is subject to observance of a speed restriction of 'Stop dead' and 5 Kmph for WP and WG locomotives and 'Stop dead' and 10 Kmph for other stock and further subject to condition that the Railway Administration will plan to relocate the bye-pass line so as to eliminate the existing infringements within a period of two years.

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

P.T.O.

(128)

No.91/CEDO/SD/5. New Delhi, Dated -4-1991.

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(8)/90 dated 15-2-1991.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.810/3493/Pt.IV dated 13-2-1991.

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

(129)

No.90/CEDO/ORI/5. 29-4-91.

The Chief Administrative Officer (Construction),
South Central Railway,
Headquarters Office,
Works(Construction) Branch,
Secunderabad-500371.

Sub:- Opening of the newly converted 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 13-7-1990.

Please refer Para 2 of your office letter quoted above and ~~xxxx~~ this office letter of even number dated 30/31-1-91 and expedite the reply.

Machiwal

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

Spare (130)

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

D.O.No.88/CEDD/SR/27. New Delhi, dated 30-4-1991.

My dear Pal,

Sub: Running of 22t Axle Load BOXN wagons on K.K. Line.

Ref: 1) This office D.O.No.88/CEDD/SR/27 dated 6.12.90.

ii) This office D.O.No.88/CEDD/SR/27 dated 24.1.91.

.....

Adviser(Fig.) vide his D.O. quoted at reference 1) above had requested you to examine and advise 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 are still awaited.

Progress report for track renewals and strengthening of bridges on K.K. line during the quarters ending December '90 and March '91 have still not been received

I shall be grateful if you could advise the results of your examination of Kottavalasa - Vishakhapatnam Port Section to Vishakhapatnam Steel Plant and also arrange to send the quarterly progress reports latest by 10.5.91

With best wishes,

Yours sincerely,

Sd/29/4

(S.M. SINGLA)

Shri RAJENDRA PAL,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

(131)

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

No.91/CE(D)/SD/5.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 1-5-1991.

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

Sub:- Condonation of infringement to BG Schedule of Dimensions for running of passenger train via.Goods bye-pass line in Barauni yard between Garhara-Tilrath at Km:177/12-9 connecting Main line Barauni-Katihar to point No.435 on slow line between Barauni-Samariya stations.

With reference to your application No. W/340/IS/SER/2/4-A dated 5-12-90 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 18-4-91, the temporary sanction of Ministry of Railways is hereby communicated to the condonation of infringement to the curves existing on Garhara-Tilrath bye-pass line which takes off from Barauni-Katihar converted BG Main line at one end and joining Garhara at the other end to item 2 Chapter-I of BG Schedule of Dimensions (1973), as shown in Annexure-I enclosed. Annexure-I is based on Form-XI and CE's Plan No.Y/1/91 accompanying your application referred to above.

The sanction is purely temporary and is valid for a period of two years from the date of issue of this letter. It is subject to observance of a speed restriction of 'Stop dead' and 5 Kmph for WP and WG locomotives and 'Stop dead' and 10 Kmph for other stock and further subject to condition that the Railway Administration will plan to relocate the bye-pass line so as to eliminate the existing infringements within a period of two years.

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

(132)

No.91/CEDO/SD/5. New Delhi, Dated 1-5-1991.

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(8)/90 dated 15-2-1991.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.810/3493/Pt.IV dated 13-2-1991.

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

ANNEXURE-I

Sl. No.	Location & Kilometrage	Name of the structure which infringes	Item No. & Chapter of B.G. S.O.D.	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringements.
1	2	3	4	5	6	7
1.	Sonpur Division. Garhara-Tilrath bye pass line.	1 in 8½ turn out with curved switches taking off from the inside of transition portion of curve No.55 (4°)Degree	Chapter-I General item No.2	Max.degree of curvature =10°. Min.Radius = 175 m.	Degree= 11°30' Radius = 152.17.	Degree= 1°-30' Radius=22.83m.
2.	-do-	Curve No.3 Garhara side of BG/MG Diamond xing.	-do-	-do-	Degree of curve = 10°-30' Radius = 166.67 m.	Degree=0°-30' Radius=8.33m.
3.	-do-	Curve No.4 Tilrath side of BG/MG Diamond xing.	-do-	-do-	Degree=11° Radius = 159.09 m.	Degree=1°-0' Radius=15.91m.

(132)

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Shri.R.Narayanan, Senior Draftsman and Shri.B.Hazumdar Draftsman Jr.'A' are required to attend office during holidays on 1st and 2nd June,91 in connection with shifting of CEDO Branch in Room No.156 (Hall) on first floor as Secretary's order No. 91 G(ACC) 3/shiftings dated 29-5-91.

EECE(G)

CEDO

Room shifted on 1st-2nd June 91
Arrange 1/2.6.91

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

D.O.No.89/CEDO/SR/17. New Delhi, dated 15-5-1991.

Dear Shri GUPTA,

Sub: Details of Rail Sections on the routes identified for running of BOBR wagons.

Ref: Your office letter No.W.631/0 Pt. IV dated 25.7.1989.

.....

Please refer to my D.O. of even number dated 17. 12.90 and 22.3.91 on the above noted subject. The required information is still awaited from your Railway. The decisions on the issues involved are being delayed, only because of non receipt of information from your railway. I shall be thankful if you could kindly look into the matter and ensure that the required information is sent to me by 27.5.91 positively, as it is already inordinately delayed.

With regards,

Yours sincerely,

S/d

(S.M. SINGLA)

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

(136).

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

No.91/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16 -5-1991.19

The Chief Administrative Officer(C),
Metropolitan Transport Project(Railways),
Bombay - 400 020.

Sub: Additional Pair of lines between Bandra and Andheri - Infringement to staircase on existing Platform No. 1 & 2 of Santacruz Station on Western Railway.

.....

With reference to your office letter No.MT/G/374/II dated 15.3.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 8(ii) Chapter II of BG Schedule of Dimensions (1973) involved in the construction of a P.O.B. with staircase in between existing Platform No.1 & 2 at Santacruz Station (North end) of Western Railway to provide interchange facilities for local trains coming from Bombay VT to the new platform No. 5 & 6 as shown in Annexure-I on the reverse. Annexure-I is based Form-XI and Drg. No.CE/MTP/BA/SK/16490 accompanying your application referred to above.

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

No.91/CEDO/SD/9. New Delhi, dated 16 -5-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 220 001 with reference to his Endorsement No.RS.18-T(6)/90-IV dated 29.4.1991.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 221/76 dated 9.4.1991.

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

(137)

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Item & Chapter	Prescribed Dimensions.	Existing actual dimens.	Height above R.L.	Amount of infringement.
1	2	3	4	5	6	7	8
1.	SANTACRUZ STATION PLATFORM No. 1 AND 2 at Km: ES 17/11.	PROPOSED STAIRCASE	Item No.8(ii) Chapter-II.	4720 4720	4590 4590	1145 3705	130 130

(138)

No.90/CEDO/SD/18. 16 -5-1991.

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

Sub: Schedule of Dimensions - Broad Gauge - Nagda - Bhopal Section.

Ref: Your application No.WBRE/EL/W. 73/0 dated 8.3.91.

.....

It is presumed that the clearances for implantation of signals marked on the drawings of Tajpur, Maksi, Pir Umrod and Akodia Stations, enclosed with your above quoted application are from the edge of signal post to centre line of track.

The presumption made may please be confirmed early to enable this office to consider the issue of necessary sanction.

16/5

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

(139)

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

No.89/CEDO/ORI/8.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 22-5-1991.

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

Sir,

Sub:- Guna-Shivpuri Section - Opening of New Line between Kolaras and Shivpuri Stations on Guna-Shivpuri section of Bhopal Division of Central Railway.

With reference to your Endorsement No.RS.10-T(13)/90 dated 29th April,1991, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.C-12/78/91-HE/103 dated 13-3-1991.

yours faithfully,

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

No.89/CEDO/ORI/8. New Delhi, Dated 22-5-1991.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12/78/91-HE/103 dated 13-3-1991.

2) The General Manager, Central Railway, Bombay with the request that suitable action on CRS, Central Circle, Bombay's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office. As the Index Plan and Section drawn on Tracing Cloth has not been received alongwith CRS's Inspection Report, a copy of the same may also be sent to this office.

The Receipt of this letter may please be acknowledged.

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

(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 22-5-1991.

No.89/CEDO/ORI/8.

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

Sub:- Opening of the New B.G.line between Miana-Badarwas (Km:17.91) on Bhopal Division of Central Railway.

Ref:- Your office letter No.EW/689/W/90/ OD/II/24 dated 28th March,90. SNo 8

Please refer to Endorsement No.2 SNo 4 of this office letter of even number dated 27-9-89 and subsequent reminders of even number dated 13-3-90, 8-11-90 and 2-1-91 and expedite the reply. SNo 7 SNo 10 SNo 14

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

(141)

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

No.91/CEDO/ORI/8.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22 -5-91. 19

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

Sir,

Sub:- Extension of M.G.Line Between Jamira and Bairabi Stations on Lumding Division of Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(12)/90 dated 29th April,91 I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No.894/721/1/Opening/P.T dated 12-3-91.

yours faithfully,

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

No.91/CEDO/ORI/8. New Delhi, Dated 22-5-1991.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur-273012 with reference to his letter No. 894/721/1/Opening/P.T. dated 12-3-91.

2) The General Manager, Northeast Frontier Railway, Maligaon, Guwahati with the request that suitable action on Commissioner of Railway Safety, North Eastern Circle, Gorakhpur'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. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

(142)

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

No.91/CEDO/ORI/4.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 23-5-1991. 19

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226001.

Sir,

Sub:- Guntakal-Raichur Section - Doubling of track between Matmari and Raichur Stations. Opening of new double line for orthodox doubling between Matmari and Marichetal stations (Km 546/12-13 to Km 554/2-3).

With reference to your Endorsement No.RS.10-T(11)/90 dated 29 April,91, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No.6/SC/20/489 dated 14-2-91

yours faithfully,

(S.M.SINGLA)
for Secretary Railway Board

No.91/CEDO/ORI/4. New Delhi, Dated 23-5-1991.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/20/489 dated 14-2-1991.

2) The General Manager, South Central Railway, Secunderabad with the request that suitable action on Commissioner of Railway Safety, South Central Circle, Secunderabad'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 section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

(143)

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-5-91. 19

No.91/CEDO/ORI/2.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the New Up Line between Mabinagar Road - Barkisalaiya and Barkisalaiya - Ankorah Stations on Sonnagar-Garwa Road section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(5)/90 dated 29th April,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.943/16/A/I/V/90 dated 31-12-90.

yours faithfully,

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

No.91/CEDO/ORI/2. New Delhi, Dated 29-5-91.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.943/16/A/I/V/90 dated 31/12/90.
2) The General Manager, Eastern Railway, Calcutta with the request that suitable action on Commissioner of Railway Safety, Eastern Circle, Calcutta'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 the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

(144)

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

No.91/CEDO/ORI/1.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 29-5-91. 19

Chief
The Commissioner of Railway Safety,
Ashok Marg,
[illegible]

Sir,

Sub:- Opening of Electrified Up Line No.2 between Bhadreshwar and Mankundu in Howrah Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No. RS.10-T(8)/90 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. 1144/1/I/N/91 dated 19-2-1991.

Yours faithfully,

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

No.91/CEDO/ORI/1. New Delhi, Dated 29-5-1991.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.1144/1/I/N/91 dated 19-2-1991.

2) The General Manager, Eastern Railway, Calcutta with the request that suitable action on CRS, Eastern Circle, Calcutta's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is 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. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

(145)

No.88/CNDO/CRS/IR/15. 31/ 30-5-91.

The General Manager (Works),
South Central Railway,
Works Branch,
Rail Nilayam,
Secunderabad - 500371.

(For kind attention of Sri.C.Gopalkrishnan)

Sub:- Inspection Notes of CRS/SCO/SC-Vikrabad-Parli Vaijnath section of SC Division.

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

Please refer to your letter quoted above and this office letter of even number dated 17-1-91 and expedite the reply.

(D.N.Wachiwal) 31/5
for Executive Director Civil Engineering(G),
Railway Board.

(146)

No.91/CEDO/SP/10. -5-91.

The Chief Engineer (Construction),
South Eastern Railway,
Garden Reach,
Calcutta - 700043

Sub:- Request for condonation due to provision of 1 in 600 gradient in yards in Chandil-Suisa diversion.

Ref:- Your office letter No. PR/BRG/111/003202 dated 9/10-5-91.

In view of the urgency for commissioning of traffic as explained in your above Quoted application and the heavy expenditure involved in regrading the entire yard, Administrative approval of Ministry of Railways is hereby communicated for retention of 1 in 600 as per item-II Chapter-II of BG Schedule of Dimensions (1973) at the three Crossing Stations viz: Gunda, Jhuiri and Latenda on Chandil-Suisa line between Chandil-Muri of your railway as against the provision of 1 in 1200 gradient decided by the Ministry of Railways interms of their letter No.88/CEDO/SP/8 dated 6-8-89.

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

(147)

No.88/CEDO/CRS/IR/3.

30-5-91

31

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

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

Ref:- Your office letter No.TC/INSP/CRS/BNP/Pt.I/88 /4367 dated 10-12-90.

Please refer to this office letter of even number dated 14-1-1991 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 5-4-91 and expedite the reply.

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

Spare (148)

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

D.O.No.88/CEDO/SYD/1. New Delhi, dated 31-5-1991.

My dear SAGAR,

Sub: Station Yard Diagrams.

.....

In terms of this office letter of even number dated 3.10.88, North Eastern Railway was requested to send Division wise books containing station yard diagrams corrected upto 31.3.88. But I regret to inform you that the said books have not so far been received and your Railway have not dropped even a single line in reply in response to this office D.O. of even number dated 20.4.90, 19.10.90 and 27/28.2.91.

You will appreciate that these books are very often required for reference and use in Board's office in connection with Parliament Questions and other important references from MPs. As such non-availability of station yard diagrams from your railway can create a very embarassing situation. I shall therefore be thankful if you could personally look into the matter and ensure that the required books are sent to this office without any further delay. A line in reply will be very much appreciated.

With best wishes,

Yours sincerely,

Sd/-

(H.K.L. JAGGI)

Spare

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

(149)

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

31/5/91.

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

Attention: Shri Rajat Mehta Chief Planning and Design Engineer.

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/Pt.II/88/22 dated 01/2-1-1991.

Please refer to your office letter quoted above. The Compliance report for S.4(a) of Bane has not been received so far in this office which may kindly be expedited.

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

(150)

No.91/CEDO/SD/10.

3-6-91

The Chief Engineer(Construction),
South Eastern Railway,
Garden Reach,
Calcutta-43.

Sub:- Request for condonation due to provision of 1 in 600 gradient in yards in Chandil-Suisa diversion.

Ref:- Your office letter No.PD/DRG/111/003202 dated 9/10-5-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adopting a gradient of 1 in 600 at the three Crossing Stations viz:Gunda, Jhiari and Latenda on Chandil-Suisa line between Chandil-Muri of your 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.

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

(151)

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 7-6-91.

No.90/CEDO/SD/18.

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

Sub:- Schedule of Dimensions - Broad Gauge - Nagda-Bhopal Section.

With reference to your letter No.NBRE/EL/W.73/0 dated 8-3-91, sent through the Chief Commissioner of Railway Safet Lucknow, the sanction of Ministry of Railways is hereby communicat to the condonation of infringement to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with implantation of Seven Signal Structures-two in Tajpur, two in Maksi, one i Pir Umrod and two in Akodia yard-having infringing clearances varying from 2250 mm to 2325 mm 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.

6.6.91

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

No.90/CEDO/SD/18. New Delhi, Dated 7-6-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to your Endorsement No. RS.18-T(6)/90-II dated 29th April,91.

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

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

(152)

No.91/CEDO/ORI/1. 7-6-1991.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Opening of Down Line between Abhaipur and Masudan in Malda Division of Eastern Railway for the public carriage of passengers.

.....

As per para 18 of CRS's Inspection Report circulated under CRS office letter No. 1143/6/I/U/91 dated 19.2.91, CRS, Eastern Circle, Calcutta has authorised the opening of the above section subject to certain conditions as indicated in the extract of para 18 enclosed herewith for ready reference.

Ministry of Railways desire that your compliance report on the subject conditions as imposed by CRS under para 18 of his Inspection Report may please be sent alongwith your compliance report on para 12.1 and 12.2. The required information may please be sent immediately to enable this office to confirm the action of CRS in authorising the opening of the above section for the public carriage of passengers.

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

(153)

No.91/CEDO/ORI/1. New Delhi, dated 7 -6-1991.

The General Manager,
Eastern Railway,
Culcutta.

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

.....

As per para 18 of CRS's Inspection Report circulated under this letter No.1143/6/I/U/91 dated 19.2.91, CRS, Eastern Circle, Calcutta has authorised the opening of the above section subject to certain conditions as indicated in the extract of para 18 enclosed herewith for ready reference.

Ministry of Railways desire that your compliance report on the subject conditions as imposed by CRS under para 18 of his Inspection Report may please be sent alongwith your compliance report on para 12.1 and 12.2. The required information may please be sent immediately to enable this office to confirm the action of CRS in authorising the opening of the above section for the public carriage of passengers.

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

(154)

No.91/CEDO/ORI/7. 10-6-91.

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of Up line between Kalyanpur Road and Berhampur stations in Malda Division of Eastern Railway for the public carriage of passengers.

As per para ~~16~~ 18 of CRS's Inspection Report circulated under CRS's letter No.848/6/I/3/90 dated 17-12-90, Commissioner of Railway Safety, Eastern Circle, Calcutta has authorised the opening of the above section subject to certain conditions as indicated in his letter No.796/6/1/S/90 dated 6-12-90 copy enclosed herewith for ready reference.

Ministry of Railways desire that your compliance report on the subject conditions as imposed by Commissioner of Railway Safety vide his letter No.796/6/1/S/90 dated 6-12-90 may please be sent alongwith your compliance report on para 12.1 to 12.9 of his Inspection Report circulated under his letter dated 17-12-90 quoted above. The required information may please be sent <u>immediately</u> to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the above section for the public carriage of passengers.

(S.M.SINGLA)
Executive Director Civil Engineering ((
<u>Railway Board</u>.

(155)

No.91/CEDO/SD/10. // -6-91.

The Chief Engineer(Construction),
South Eastern Railway,
Garden Reach,
Calcutta-43.

Sub:- Provision of 1 in 400 gradient in station Angul and 1 in 600 in Maneswar of Sambalpur Talcher Rail Link Project.

Ref:- Your office letter No.91/CE(C)/GRC/D/CRS(T-S 115/001418 dated 22/25-2-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adopting a gradient of 1 in 400 at Angul yard and 1 in 600 at Maneswar yard on Sambalpur-Talcher Rail Link Project of your railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

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

(156)

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 //-6-91. 19

The Chief Engineer (Construction),
South Eastern Railway,
Calcutta-43.

Sub:- Provision of 1 in 400 gradient in station Angul and 1 in 600 in Maneswar of Sambalpur-Talcher Rail Link Project.

Ref:- Your office letter No.91/CE(C)/GRC/D/CRS(T-S)/115/001418 dated 22/25-2-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adopting a gradient of 1 in 400 at Angul yard and 1 in 600 at Maneswar yard on Sambalpur-Talcher Rail Link Project of your railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their le ter No.88/CEDO/SD/8 dated 6-9-89.

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

(157)

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

D.O.No.88/CEDO/IPS/I. New Delhi, dated 11-5-1991.

My dear SAGAR,

Sub: Index Plan and Section.

Ref: Your office letter No.w/81/4/
IPS/W-7 dated 17.10.88.

.....

In terms of this office letter of even number dated 4.10.88, North Eastern Railway was requested to send Division wise books of Index Plan and Index Section corrected upto 31.3.88. Since these books were not received from your railway inspite of reminder dated 26.4.90, Shri S.M. Singla EDCE(G) Railway Board had requested you vide his D.O. of even number dated 19.10.90 and 12.2.91 to advise the progress made so far in the preparation of these books and the likely date by which t these books will be sent to Board's Office. Neither any of the books has so far been sent nor the progress of work done in the preparation of these books has been advised.

You will appreciate that these books are very often required for reference in the Board's office in connection with Parliament Questions and other important matters. I shall therefore be thankful if you would kindly look into the matter personally and arrange to send the required books without any further delay.

With best wishes,

Yours faithfully,

(H.K.L. JAGGI)

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

(158)

No.91/CEDO/SR/9.

11-6-91.

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

Sub:- Running of 24 axle-(BG) Beam type special wagon of M/s.Sea Hawk Cargo Carriers Pvt. Ltd., on Mughalsarai-Chunar-Chopan section.

Ref:- Your application No.519-W/572-A dated 6-5-91.

While going through Form-XI enclosed with your application for condonation of infringements of 24 axle wagon in loaded condition to RDSO Drawing No.WD 89082-S-01 Alt.Nil, it is seem that infringement to item No.16 Chapter IV(A) of B.G.Schedule of Dimensions (1973) relating to minimum distance apart of bogie centres for bogie vehicle has not been correctly worked out. It is therefore desired that this infringement may please be rechecked and revised Form-XI sent to this office alongwith your full justification for condonation of infringements against each item. A copy each of revised Form-XI may also be sent to Commissioner of Railway Safety, Northern Circle, Lucknow and Chief Commissioner of Railway Safety Lucknow for their record.

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

(159)

No.91/CEDO/ORI/3.

11-6-91.

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

Sub:- Katni-Satna B.G.Section - Doubling of track between Amdara and Bhadanpur stations of Jabalpur Division on Bombay-Allahabad Route in Central Railway.

As per para 17 of CRS's Inspection Report circulated under CRS's letter No.C-12(79)/91-115 dated 20-2-91, Commissioner of Railway Safety, Central Circle, Bombay has authorised the opening of the above section subject to certain conditions as indicated in his letter No. C-12(79)/91 dated 11.02.1991 copy enclosed herewith for ready reference.

Ministry of Railways desire that your compliance report on the subject conditions as imposed by Commissioner of Railway Safety vide his letter No.C-12(79)/91 dated 11.01.91 may please be sent alongwith your compliance report on para 12.1 to 12.5 of his Inspection Report circulated under his letter dated 20.2.91 quoted above. The required information may please be sent immediately to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the above section for the public carriage of passengers.

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

(160)

No.91/CEDO/OLW/1. 11-6-91.

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

Sub:- New Lines/Doublings opened,
New Lines/Doublings under construction and
Lines dismantled for the year ending 31-3-91.

Ref:- Your office letter No.WNC 415/5 dated 3-6-91.

Please refer to your office letter quoted above. The information regarding 'Lines dismantled' & 'Lines Restored' during 1990-91 on your railway has not been furnished in the statement enclosed with your above quoted letter. It is therefore requested that the same may please be sent to this office at an early date.

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

(161)

(7)

No.91/CEDO/SR/10.

13-6-91.

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

Sub:- Movement of SAW Diesel Electric Slewing type rail Crane Model EDK-300/2 from Whitefield to Renigunta via.MLPM byepass enroute to Tatanagar and Durgapur.

Ref:- Your application No.W.438/1/Vol.X dated 21-5-91.

Your above quoted application seeking condonation of infringements for the limited purpose of single movement of the above rail crane from the manufacturer's works to destination in terms of para 2.6.1 of Policy Circular No.73/WDO/SR/9/0 dated 8-7-1980 may please be sent through the concerned CRS and CCRS,Lucknow.

Accordingly, three copies of the application and all its enclosures may be sent to Commissioner of Railway Safety, Southern Circle, Bangalore. Commissioner of Railway Safety will send two of the copies with his comments to Chief Commissioner of Railway Safety Lucknow - One for retention in his office and the other for onward transmission to Secretary (Civil Engineering), Railway Board.

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

(162)

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

13-6-91.

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

Sub:- Inspection Report of S.C.Rly - 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 13-2-91.

Please refer to this office letter of even number dated 26-2-1991 (Copy enclosed for ready reference) and expedite the reply.

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

(163)

No.88/CEDO/CRS/IR/10. New Delhi, Dated 26 - 2 - 91.

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

Attention: Shri.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 - Cuddappah and Gudur-Renigunta - Part III.

Ref:- Your office letter No.W.247/1/16/GTL dated 13-2-91.

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 13 may also got expedited as a period of nearly three years has elapsed since CRS's inspection 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.

(164)

No.91/CEDO/ORI/5. 13-6-91.

The General Manager,
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.

As per para 19 of CRS's Inspection Report circulated under CRS's letter No.1150/13/I/O/91 dated 20-2-91, Commissioner of Railway Safety, Eastern Circle, Calcutta has authorised the opening of the above section subject to certain conditions as indicated in his letter copy enclosed herewith for ready reference.

Ministry of Railways desire that your compliance report on the subject conditions as imposed by Commissioner of Railway Safety may please be sent alongwith your compliance report on para 12.1 and 12.2 of his Inspection Report circulated under his letter dated 20-2-91 quoted above. The required information may please be sent immediately to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the above section for the public carriage of passengers.

DA:- As above

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

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

(165)

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17-6-91. 19

The Chief Project Manager,
Railway Electrification,
Vadodara.

Sub:- NBRE - Condonation of setting distance of OHE Structures in Shujalpur yard.

In view of the position explained in your application No. NBRE/EL-D/1/0 dated 1-4-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 8(ii) Chapter-II of B.G.Schedule of Dimensions (1973) involved in adoption of a setting distance of 4.47 m and more against 4.72 m required for implantation of five Masts/Uprights of portal from the nearest track on 304.80 metre long x 6.08 metre wide rail level Island platform between line No.3 and 4 on Shujalpur Station yard as indicated in Form-XI and Drawing No.XEN/NBRE/89R/BRC accompanying your application referred to above.

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

No.90/CEDO/SD/18. New Delhi, Dated 17-6-91.

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-I(6)/90-I dated 29th April,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. [illegible] dated 3-4-91.

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

(166)

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

No.91/W-1/Genl/0/15 New Delhi, June 20, 1991

The General Managers,
All Indian Railways.

Sub: Opening of New Lines.

Board desire that in future, whenever any section of new line/gauge conversion/doubling or traffic facility work is opened to traffic, a report must be submitted to them within seven days of opening containing the following information :

(a) Section opened;
(b) Speed of application on line and on turnouts;
(c) Speed sanctioned by CRS on line and on turnouts; and
(d) Whether Final Formation Inspection Certificate of RDSO was attached to the application.

This may please be ensured for all lines opened hereafter.

Please acknowledge receipt of this letter.

(K.P. Singh) 24/6/91.
Executive Director/Works
Railway Board.

Copy to: W.D.O. & C.E.D.O. branches of Railway Board.

(167)

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20-5-91

No.90/CEDO/Density Charts

1. The General Manager,
Central Railway,
Bombay.

2. The General Manager,
N.E. Railway,
Gorakhpur.

Sub: Density Charts.

Ref: 1. Central Railway's letter No. G102/WM-2/87-88 dated 25.10. 89.

2. N.E. Railway's letter No.W/275/47/1/Pt.V/4A dated 26.2.90.

3. Western Railway's letter No. W503/5/4/(W1) dated 17. 7.89.

.....

Please refer to this office letter of even number dated 11.5.90(copy enclosed for your ready reference) followed by reminder dated 8/9.4.91. In terms of this letter five copies of Density Charts and two copies of Density Statement indicating the G.M.T. for 1989-'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 with out any further delay.

The receipt of this letter may please be acknowledged.

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

DA : As above.

(168)/0

Issue fair 11.5.90

S. NO. 1

No.90/CE2O/Density Chart. 11-5-1990.

The General Manager's(Engg.),
All India Railways.

Sub: Density Chart.

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

The Board, therefore, desire that the 'GMT' figures during 1989-'90 may be indicated on various sections in a system map of your railway and five copies of the same furnished to this office at an early date. It is desired that some of the Railways are indicating on Density figures in GKM 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 routes on chart is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the Density as per the pro forma on the reverse may also please be furnished in duplicate.

The receipt of this letter may please be acknowledged.

(S.K. [illegible])
Executive Director Civil Engineering(G),
Railway Board.

PREVIOUS REFERENCE :

1. Central Railway's letter No.E.102/CE-2/87-88 dated 25.10.1989.
2. Eastern Railway's letter No.E.302/1/Vol.IV dated 16.11.1989.
3. Northern Railway's letter No.571-E/0/XV/88-89 dated 27.12.1989.
4. North Eastern Railway's letter No.E/275/47/1/Pt.V/44 dated 26.2.1990.
5. North Frontier Railway's letter No.E/955/0/3/5-64 dated 27.9.1989.
6. Southern Railway's letter No.E.26/2/3/88-89 dated 11.1.1990.
7. South Central Railway's letter No.E.26/1/7(Vol.II) dated 10.7.1989.
8. South Eastern Railway's letter No.TG/Traffic/Density/Pt-1/4303 dated 20.9.1989.
9. Western Railway's letter No.E.503/5/4(V1) dated 17.7.1989.

ISSUED DESPATCH

O/c

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

Spare (168)/(2)

रेल भवन, नई दिल्ली-110001, दिनांक
No.91/CE(G)/Density Chart. Rail Bhawan, New Delhi-110001 dt. 31-6-1991.

The General Manager(P/Ht.),
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/ TREBLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 1990 - 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	MG	NG
Group 'A' Routes	R_0 Routes	NG Routes.
Group 'B' Routes	R_1 Routes	
Group 'C' Routes	R_2 Routes	
Group 'D' Routes	R_3 Routes	
Group 'E' Routes	S Routes.	

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

No.91/CEDO/SR/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 25-6-1991.

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

Sub: Running of 24-axle (BG) Special Wagon (modified) of M/s. Sea Hawk Cagro Carriers Private Limited on Mughalsarai-Chunar-Chopan Section

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In view of the position explained in your application No.519-W/572-A dated 6.5.91 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 14.6.91 and 17.6.91, the sanction of Ministry of Railways is hereby communicated for the running of M/s. Sea Hawk Cargo Carriers Private Limited's 24-axle (BG) Special Wagon (modified) in loaded condition (loaded with 297 t Stator and Beam arrangement) to RDSO Drg.No.WD-89082-S-01 Alt.Nil at a maximum speed of 20 Kmph on Mughalsarai-Chunar-Chopan Section of your Railway. The sanction for running of this wagon in empty condition with Saddle and Traction bar arrangement to Drg. No.WD-89081-S-01 Alt.1 at a maximum speed of 40 Kmph on Mughalsarai-Chunar-Chopan section has however already been issued under this office letter No. 90/CEDO/SR/31 dated 19.12.'90.

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.SIC/BG/43/91, RDSO's Speed Certificate, Special instructions issued by Northern Railway under their letter No.276-T/24-axle Special Wagon Sea Hawk/ODC dated 3.5.91 and all other certificates accompanying your application referred to above. The extra precautions for movement in empty condition if any in the above certificates/special instructions over and above the precautions indicated in the sanction letter No.90/CEDO/SR/31 dated 19.12.90 shall also be observed. As the consignment when loaded in the wagon infringes the maximum moving dimensions of 1929, the sanction of Competent Authority on your railway shall however be separately obtained for every ODC movement as detailed in para 2.7 of RDSO's Speed Certificate.

Contd...2/-

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The wagon in loaded condition with beam arrangement for holding the consignment to Drg.No.WD-89082-S-01 Alt. Nil also infringes the maximum moving dimensions of 1929 and item 16,17,20(b) and 21(b) of Chapter IV(A) of BG Schedule. The infringement of maximum moving dimensions of 1929 shall be taken care of by the railway as per para 2 above. Ministry of Railways also condone the infringements in loaded condition to item 16,17,20(b) and 21(b) of Chapter IV(A) of BG Schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above.

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

No.91/CEDO/SR/9. New Delhi, dated 25-6-1991.

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 28.5.91.

2. The Commissioner of Railway Safety, Northern Circle, Hazaratganj, Lucknow - 226 001 with reference to his letter No.96/1339/24/Axle (BG) Special Wagon dated 17.5.91.

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

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

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

No.91/CEDO/ORI/11.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 26-6-91. 19

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

Sir,

Sub:- Doubling of Broad Gauge line between Ganganiyan and Kalyanpur Road stations on Jamalpur-Bhagalpur section of Eastern Railway.

With reference to your Endorsement No.RE.10-T(14)/90 dated 16-5-91, I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No.959/6/I/U/90 dated 28-3-91.

yours faithfully,

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

DA:-Nil.

No.91/CEDO/ORI/11. New Delhi, Dated 26-6-1991.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.959/6/I/U/90 dated 28-3-91.

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

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

(173)

No. 91/CEDO/CLW/1. New Delhi, Dated 27 - 6 - 91.

1) The General Manager,
Central Railway,
Bombay.

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

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

Subs:- i) New Lines/Doublings/Conversions opened and Lines restored during the year 1990-91.

ii) The Lines dismantled during the year 1990-91.

iii) New Lines/Doublings/Conversions in progress as on 31st March,91.

Please refer to this office letter of even number dated 5-4-91 (Copy enclosed for ready reference) and expedite the reply.

(D.N.Machiwal)
for 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/CEDO/OLM/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27 -6-91. 19

The General Manager,(W)
North East Frontier Railway,
Railway Head Quarter,
Maligaon,
Guwahati-11.

Subs:- i)New Lines opened/Doublings opened/Conversions opened/ Dismantle Lines restored during the year 90-91.

ii) Lines dismantled during 90-91.

iii) New Lines/Doublings/Conversions in progress as on 31st March,91.

Ref:- Your office letter No.W/260/0/Pt.VI/W-7 dated 6-5-91.

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

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

(175)

No.91/CEDO/BR/1. New Delhi, Dated 27-6-91.

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

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

3) The General Manager (Bridges),
North Eastern Railway,
Gorakhpur.

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

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

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

7) The General Manager (Bridges),
Western Railway,
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 expedite the reply.

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