GUARD FILE 1991 Pt. I

G/File (1)

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

No. 90/CEDO/SR/9.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 31-12-91.

2A

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

Sub:- Running of 12 axle 120t RAPP Special Wagon on Northern Railway.

In view of the position explained in your application No. 519-W/548 dated 30-11-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of modified 12 axle 120t RAPP Special Wagon to RDSO's Drawing No.WD-89032-S-02 Alt.Nil on Ghaziabad-Mughalsarai B.G.Section of your railway at a maximum speed of 15 Kmph when loaded and 25 Kmph when empty for transporting 110t Steam Generator (with trunion bands removed).

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/32/1990 and all other certificates accompanying your application. As the consignment when loaded on the wagon infringes the Maximum Moving Dimensions of 1929. The sanction of the Competent Authority on your railway shall however be separately obtained for every ODC movement as detailed in para 2.36 of RDSO's Speed Certificate.

The Ministry of Railways also condone the infringement to item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) involved in the movement of the wagon as detailed in Form-AI accompanying your application referred to above. Necessary sanction for running of this wagon on the remaining 93 sections shall however be issued by Commissioner of Railway Safety, Northern Circle, direct in terms of his letter No.267/1339/12 Axle 120-T/RAPP Wagon dated 4-9-91.

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

No.90/CEDO/SR/9. New Delhi, Dated 31-12-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.17-T(1)/90-Vol.II dated 22-11-1991.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226001, with reference to his lette 267/1339/12 Axle 120-T/RAPP Wagon dated 4-9-1991. Sanctio for running of RAPP Wagon on Ghaziabad-Mughalsarai section o Northern Railway has since been issued from this office, necessary sanction for running of this wagon on the remaini 93 B.G.Sections of Northern Railway may now be issued from your end.

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

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

S.NO. 1 RECEIPT

CPM/RE/Bilaspur has submitted an application through Commissioner of Railway Safety, for adopting a gradient of 5mm/M and relative gradient of 2.5 mm/M on Down main line from chainage Km. 1112/715.00 to Km. 1112/492.96 (Ex HWH via NGP) imposing a permanent speed restriction of 65 Kmph over this position.

On the Durg-Nagpur section, of which electrification is in progress, there is a through girder bridge over Kanhan river on Down line in the section with a clear head room of girder of 5.06 M height for down bridge. OHE has been designed with contact wire height at mid span of 4.70 M for Down line with the approval of CEE/S.E.Railway.

At a distance of 180 Meter from Down Kanhan river bridge, there is a level crossing gate towards Howrah and just after the bridge where in terms of para (3) Chapter V A of schedule of the dimension, a minimum height of contact wire is required to be kept at 5.50 M and for this a gradient of 5 mm/M and relative gradient of 2.5 mm/M for adjacent spans can be addopted as against maximum gradient of 3 mm/M on main line and relative gradient contact wire on adjacent spans perscribed in ACT

Following three alternative have been examined and it has not been found feasible to adopt these alternatives as the down line gradient has already been raised to the maximum extent permissible and replacement of down line girder bridge is expensive as well as it is not feasible to lower the track to get the required head room over, rail level. Level crossing cannot also be shifted away from the bridge.

i) by raising the height of the bracings of the bridge/replacement of the existing girder bridge,

ii) lowering of the track suitably and

iii) shifting of the level crossing further away towards Howrah end.

It is further stated that for adopting a gradient of 5mm/M and relative gradient of 2.5 mm/M at this location, permanent speed restriction of 65 Kmph at this location against the existing speed restriction of 75 Kmph is required to be imposed.

Commissioner of Railway Safety vide their letter dated 20.11.1991 have recommended for adoption of these gradient and permanent speed restriction of 65 Km/h over this portion.

.....2/-

(4)

In view of the above we may, perhaps, agree to the adoption of gradient of 5 mm/M and reletive gradient of 2.5 mm/M on down main line from chainage Km. 1112/715.00 km. 1112/492.96 with a permanent speed restriction of 65 Km/h on this portion vill the current collection improves and certified by CEE/South Eastern Railway.

S.O./RE(E)
6.12.1991.

B.P.E.

6/12

E.P.P.E. As recommended by CRS. we may accord sanction to the proposal. As regards speed restriction of 65 kmph the same may be withdrawn if the current collection tests show satisfactory results

E.D.E.E.(G)

Adv.(L)
[M.L]

6/12

we may agree to the above as a special case. This above relaxation is not related to Schedule of Dimension, and violates only the design criterion laid down in the Traction Manual

2. After the energisation, Current Collection test may be carried out at various speeds as suggested by CRE and depending upon the results, Speed restriction may be reviewed.

I agree all ED(E) RE(G) K Sh 6/12/91

ED/RE Railway 6/12/91

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

S.No. 2 (5)

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 6-12-91 19

No.91/CEDO/SD/13/A

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495001.

Sub: Durg-Nagpur Railway Electrification -
Level Crossing in Kanhan Station Yard -
Gradient of contact wire over Down Line

In view of the circumstances explained in your application No.DNRE/EL/T/14/2084 dt. 18.11.91 sent through Commissioner of Railway Safety, SE Circle /Calcutta the sanction of Ministry of Railways is hereby communicated for adopting a gradient of 5mm/Metre and a relative gradient of 2.5mm/Metre of contact wire on Down Main line from Chainage Km. 1112/715.00 to km. 1112/492.96 (Ex KNH via NGP) imposing a speed restriction of 65 kmph over this position.

Ministry of Railways, however, desire that immediately after introduction of electric traction current collection test should be carried out on this section and speed restriction withdrawn after the current collection performance is certified to be satisfactory by the Chief Electrical Engineer/South Eastern Railway/Calcutta.

R. Sharma

(R.K. SHARMA)
Executive Director/Railway Electrification
Railway Board.

Copy forwarded to:-

(1) Commissioner of Railway Safety, South Eastern Circle Calcutta in reference to his letter No.936/19/65 dt. 20.11.1991.

(2) Chief Electrical Engineer/SE Railway/Calcutta.

O/C

(6)

BUDGET/MOST IMMEDIATE

No.91-B-302(Annexure'F')

Sub: Budget allotment for Miscellaneous Expenditure(Misc.Charges) Revised Estimates 1991-92 and Budget Estimates 1992-93.

Your latest requirement in respect of the following items have not been received so far. Arrangement may please be made to advise the same immediately latest by 19.12.91 on the proforma appended below otherwise Budget Estimates for 1991-92 will be taken as final for Revised Estimates 1991-92 and requirement for the next year i.e. Budget Estimates 1992-93 will be treated as Nil.

16/12/91

Section Officer/Budget

PROFORMA

DEMAND NO.2(ANNEXURE'F')

WDO

(Rs. in thousands)

Item No.	BE 1991-92	RE 1991-92	BE 1992-93
6(m) Printing Charges	40	'NIL'	40

Revised Estimate for printing for 91-92 is 'NIL'and Budget Estimate for 92-93 is 40 thousand. These figures have been incorporated in the performa above.

19/12/91

EDCE(G)

19/12

Budget Estimate.

(7)

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

No.91/CEDO/SD/14.

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

The Chief Engineer (Constn.)East,
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Kala Akhar - Polapatthar Doubling - Interim remodelling of Kala Akhar yard to suit doubling between Kala Akhar and Polapatthar stations on Itarsi-Amla section of Nagpur Division of Central Rly.

With reference to your letter No.EW/223/W-32/Yard dated 3-8-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of grade infringement of 1 in 150 to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with interim remodelling of Kala Akhar yard to suit doubling between Kala Akhar-Polapatthar stations on Itarsi-Amla section of Nagpur Division of Central Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. G.M.(E)BB/R-1441 accompanying your letter referred to above.

It is noted that a proposal is being developed to regrade the steep grade of 1 in 150 at Itarsi end to 1 in 260 during final remodelling of the yard.

From the copies of the correspondance exchanged between the Railway, Commissioner of Railway Safety& Chief Commissioner of Railway Safety, it is seen that suitable safeguards have been incorporated in Station Working Rules with regard to shunting operations, in view of the steep gradient in the yard during the intermediate phase of yard remodelling.

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

(8)

No.91/CEDO/SD/14. New Delhi, Dated 19-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.18-T(3)/90 dated 16-12-91.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No. 700 dated 06-09-91.

Sd/-

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

ANNEXURE-I

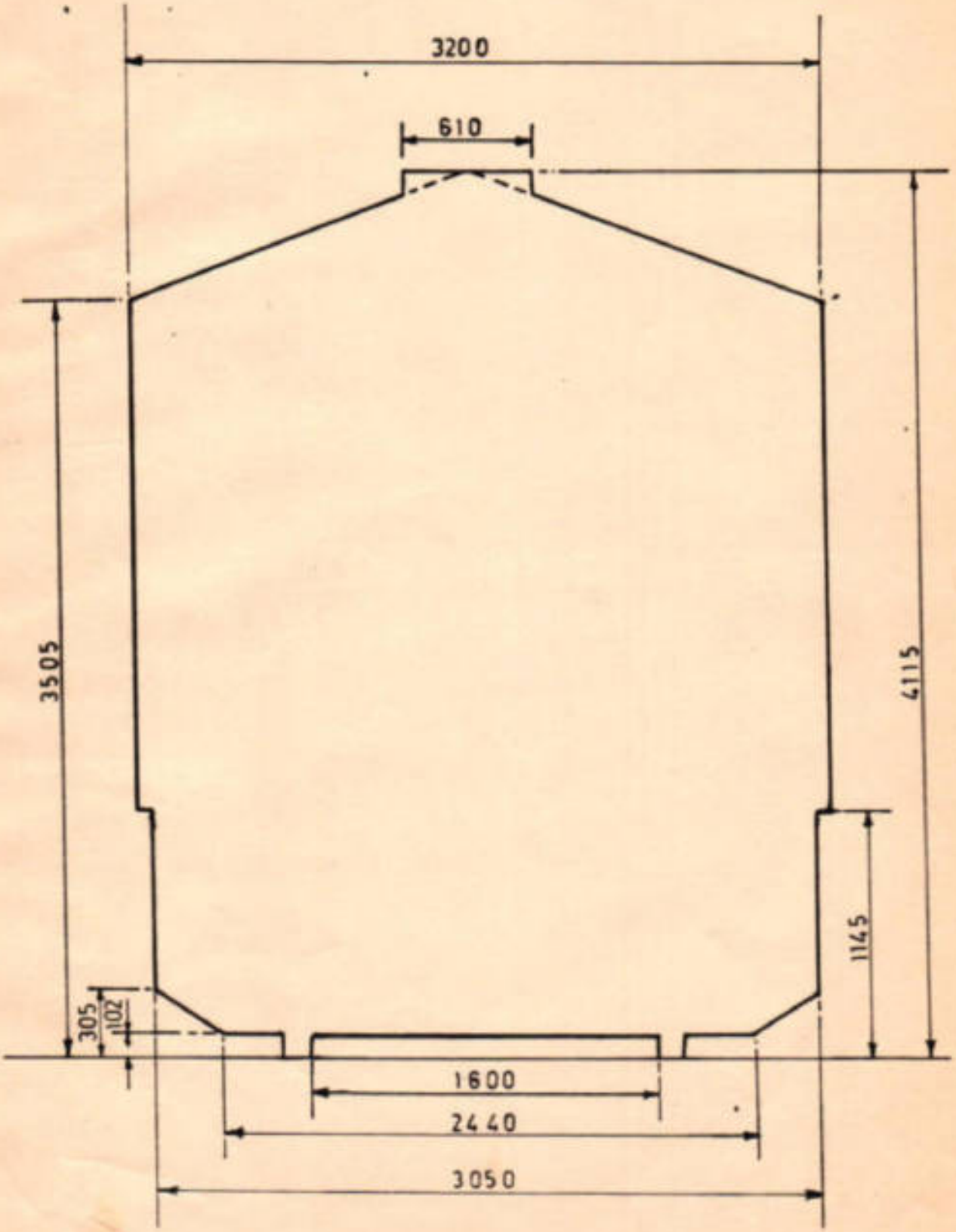
S.No.	Location and Kms.	Name of the Structure which infringes.	Chapter and Item.	Prescribed Dimensions.	Existing Actual Dimensions.
1	2	3	4	5	6
1.	Kala Akhar station on Itarsi-Amla section of Nagpur Division. Kms.778-05 from BBVT via.Itarsi.	Existing gradient between Ch.(-)723.60 & Ch.(-)540.00 on Itarsi end of the yard.	Chapter-II Item-2.	Maximum 1 in 400 0.25%	1 in 150 0.667%
2.	-do -	Existing gradient between Ch.260 & Ch.850 on Nagpur end of the yard.	-do-	Maximum 1 in 400 0.25%	1 in 150 0.667%

	Amount of Infringement.
	7
1.	0.417 %
2.	0.417 %

ANNEXURE I

DIAGRAM SHOWING MAXIMUM MOVING DIAMENSIONS

BROAD GAUGE



(10)

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

MOST IMMEDIATE
PARLIAMENT BUSINESS

Sub : Lok Sabha Unstarred Question No.5917 for 6-9-91 regarding implementation of Parliament Legislations/Acts.

The Ministry of Law, Justice & Company Affairs has given an assurance in Lok Sabha on 6-9-91 in reply to Unstarred Question No.5917 which reads as under:

" Enforcement of Acts Passed by Parliament.
-Unstarred Question No.5917 by Dr.Vasant Pawar:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the details of Acts/Legislations passed by the Parliament which have not come into force till date and the reasons therefor; and

(b) the action contemplated by the Government to remove hurdles in enforcing these Acts ? "

2. Ministry of Law, Justice & Company Affairs have requested that information in regard to Parts(a)&(b) of the above said Question, in so far as they pertain to the Ministry of Railways, be furnished to them urgently.

3. All Advisers/Executive Directors/Directors/Joint Directors are, therefore, requested to kindly send the requisite information regarding the above Question to Parliament Branch by 31-12-91 positively, in so far as they are concerned. In case, no information is received from any Directorate by the above target date, viz., 31-12-91, it will be presumed that they have no information to furnish and the Ministry of Law, Justice & Company Affairs will be advised accordingly.

4. This may please be treated as MOST IMMEDIATE.

DO I 23/12
ADE/LEDO

(A.K. Basu)
Joint Secretary(Parliament)

No.91/Parl/Misc.
New Delhi,dt.23/12/91.

Discussed with EDCE(N). Reminder sent to ... Follow up

All Advisers/Exe.Directors/Directors/Jt.Directors and Branches of Railway Board.

(11)

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

DO No.87/WDO/SD/5 New Delhi, the 24-12-91.

My dear Ashok Kumar,

Reg: Report of the Committee to review platform/FOB widths for future constructions/remodelling of Railway platforms.

Ref: Your DO No.CE/P&D/Misc. dt. 12-3-1990 addressed to Exec. Dir.(Land Management), Railway Board.

....

The Report of the Committee mentioned above has been scrutinised and instructions to Railways are being prepared. The Recommendation No.1 and 2 refer to the number of passengers dealt with per minute per metre,based on which the width of platform and FOB including stairway is to be determined. From the Report, it is not clear how the number of passengers dealt with per minute will be determined. This may kindly be elaborated so that unambiguous instructions can be issued to the Railways.

Yours sincerely,

23/12

(S.M. Singla)

Shri Ashok Kumar,
Chief Engineer(General),
Northern Railway,
Baroda House,
NEW DELHI.

(12)

G/File

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

No. 91/CEDO/SR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20-12-91.19

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

Sub:- Running of UT tampers on BG Section Malda Town - Guwahati and Katihar - Kumedpur Sections.

With reference to your application No.W/260/Track Machine/W-7 dated 10-10-90 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 6-11-91, the sanction of Ministry of Railways is hereby communicated for the running of 11.5t axle load Universal on track tampers manufactured by M/s.Plasser & Thurer to their Drawing No.U.0036 on Malda Town - New Guwahati and Katihar - Kumedpur BG Sections of your railway at a maximum speed of 40 Kmph on its own power or attached to a Goods Train subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions and stipulations made in your Joint Safety Certificate No.191 and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item 2(ii), 15, 19(a), 20(a) and 21(a) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of the above machine.

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

P.T.O.

(13)

No.91/CEDO/SR/1. New Delhi, Dated 20-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.17-T(2)/90 dated 26-12-90.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273012, with reference to his letter No.511/305 dated 14-11-1990.

3) The Director General (Track), R.D.S.O., Lucknow - 226 011, with reference to his letter No.CT/TM/SC/U-0036 dated 1-2-1991 to General Manager (Engineering), Northeast Frontier Railway. Necessary arrangements may be made to issue the Speed Certificate for the above machine based on the experience gained by the railways in the operation of these machines over the last 15 years.

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

G/Rly (14)

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

No.89/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 31-12-91.

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

Sub:- Provisional running of Bogie open rapid bottom discharge Coal Hopper Wagon type 'BOBR' in empty and loaded condition Ex:Gomph-Mohuda B.G.Route on South Eastern Railway.

In view of the position explained in your application No.G/Wagon/BOBR(TY) dated 15-1-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the provisional running of B.G.Bogie open rapid bottom discharge Coal Hopper Wagon type 'BOBR' to RDSO's Drawing No.WD-86013-S-01 Alt.3 fitted with CASNUB 22 W(M) bogies, having an axle load of 20.32t in ~~empty and~~ loaded condition at a maximum speed of 50 Kmph. or at the sectional speed whichever is less on Gomoh-Mohuda B.G.Section of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.19/90 (Rev), RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The infringements involved in the design of the above 'BOBR' Wagon have already been condoned under this office letter No.85/WDO/SR/1 dated 16-12-88.

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

(15)

No.89/CEDO/SR/11. New Delhi, Dated 31-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No. RS.17-T(1)/90-Vol.II dated 22-11-1991.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700001, with reference to his letter No.711/257/74 dated 10-9-1991.

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

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

(16)

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

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 20-12-91.

The Chief Signal & Telecommunication Engineer (Constn.),
Central Railway,
Bombay V.T.

Sub:- Bhusaval - Itarsi section - Replacement of lever frame at Burhanpur by Panel interlocking.

With reference to your application No.N426/REPL/LP/BSL-NT/86-87/V dated 14-11-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 3 Signal Structures and 3 Stop Boards having setting distances varying from 2220 to 2320 from Primary and Secondary track on Bhusaval (Incl.)-Itarsi (Incl.) section of Central Railway to item 13(ii)(a) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with replacement of lever frame at Burhanpur by Panel interlocking as shown in Form-XI accompanying your letter referred to above.

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

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

No.90/CEDO/SD/18. New Delhi, Dated 20-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(3)/90 dated 22-11-1991.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400020 with reference to his letter No.816 dated 16-11-91.

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

(17)

No.90/CEDO/SD/18..

20-12-91.

The Chief Signal & Telecommunication Engineer (Constn.),
Central Railway,
Bombay V.T.

Sub:- Bhusaval - Itarsi section - Replacement of lever frame at Burhanpur by Panel interlocking.

With reference to your application No.N426/REPL/LP/BSL-KT/86-87/V dated 14-11-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 3 Signal Structures and 3 Stop Boards having setting distances varying from 2220 to 2320 from Primary and Secondary track on Bhusaval (Incl.)-Itarsi (Incl.) section of Central Railway to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with replacement of lever frame at Burhanpur by Panel interlocking as shown in Form-XI accompanying your letter referred to above.

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

17/12/91

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

No.90/CEDO/SD/18. New Delhi, Dated 20-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(3)/90 dated 22-11-1991.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400020 with reference to his letter No.816 dated 16-11-91.

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

(18)

No.89/CEDO/SR/17 Dt.12.12.1991.

Prioritisation

Sub: ~~Privatisation~~ for upgradation of routes for running of 22 tonne axle wagons

Planning Directorate vide their letter No.88/PL/PP(48) dated 18.5.1989 had identified the following routes for operation of 22 tonne axle loads:

i) Jharsuguda-Sambalpur-Talcher-Pradeep

ii) Sambalpur-Titlagarh-Waltair

iii) Belampalli/Badrachalam-Vijayawada

iv) Hospet-Madras

v) Coal and iron & steel plant circuits of Eastern and South Eastern Rilways.

It is to be appreciated that upgradation of routes has to be done through the track renewal programmes. Unless a specific plan on priorities is available none of the routes may get upgraded wholly for a long time to come. It is, therefore, suggested that a meeting be held to discuss the ~~privatisation~~ Prioritisation of routes for upgradation efforts.

Item 5 of the routes listed above is rather vague. There are a large number of routes on Eastern and South Eastern Railway dealing with Coal, Iron and Steel traffic. The high priority section have got to be isolated. The object also is to have a clear perception of the Coal and Iron routes to be upgraded.

Association of Planning, Traffic Deptts. and if necessary Mechanical Deptts. would be essential. The idea also is to cover in the discussion the routes for operation of small wheel dia wagons.

The intended doubling of single line section identified for 22 tonne/short wheel dia wheel will be equally relevant in this case. It is requested that a meeting may kindly be fixed early for discussion on the above subject.

12/12

Adviser (C.E)

Adviser (Plg.)

12/12

PS/Addl/Plg

(19)

No.66/WDO/SR/19. 16-12-91.

The Chief Commissioner of Railway Safety.
Ashok Marg,
Lucknow - 226001.

Sub:- Schedule of Dimensions 1676 gauge Maximum Moving Dimensions - Adoption of New BG Profile to RDSO's Sketch No. EDO/T-1043.

Ref:- Your office letter No.RS.25-T(2)/80 dated 31-3-88

Please refer to this office letter of even number dated 8-10-91 a copy of which is enclosed herewith for your ready reference. B.G.Schedule of Dimensions (1973) is in process of revision with RDSO, and an early finalisation of the issue regarding substitution of 1929 Profile by EDO/T-1043 Profile in the B.G.Schedule, is necessary to finalise the revision.

Ministry of Railways therefore desire that your ~~concerned~~ considered opinion in the subject may please be sent to this office at an early date.

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

No.66/WDO/SR/19. New Delhi, Dated 16-12-91.

Copy forwarded for information to:-

The Director General (Track), RDSO, Lucknow-226011
with reference to his letter No.CT/SD/REV/BGMG dated 4-12-91.

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

(20)

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

No.90/CEDO/ORI/1. रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 9-12-1991.

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

Sub: Introduction of Electric Traction on the tracks falling under Bilaspur - Anuppur Section of South Eastern Railway.

*****

With reference to your letter No.CPM/BSP/BKRE/EL/T/28/1627 dated 29.08.1991sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Ministry of Railways authorisation to Commissioner of Railway Safety for progressively commissioning of 25 KV AC Single phase 50 C/S system for Electric Traction installations of each sub-section on Bilaspur (excl.) - Anuppur (incl.) section of Bilaspur Division of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above and in the other enclosures attached therewith. This is further subject to inspection and sanction by Commissioner of Railway Safety, South Eastern Circle, Calcutta as per rules for individual section as and when completed and all Safety Certificates etc. being furnished to him as per Rules as mentioned in Railway Electrification Bilaspur's application.

The date of commissioning of the traction installations on Bilaspur (excl.) - Anuppur (incl.) Section of Bilaspur Divn. of South Eastern Railway may please be intimated to this office.

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

No.90/CEDO/ORI/1. New Delhi, dated 9-12-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS. 8-T(1)/91 dated 25.11.1991.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.689/19/72 dated 9.9.1991.

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

(21)

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

D.O.No.88/CEDC/ORI/20. New Delhi, Dated 9-12-91.

My dear Kalikavetharam,

Subs:- Doubling of track between Hyderabad and Kalapur - Opening of a new line between Husseinsagar Junction and Lingampalli for public carriage of passengers on the Secunderabad (SC) Division of South Central Railway.

Ref:- Your office letter No.W.Con.182/C/148/Vol.VI dated 16-1-89 and W.Con.347/C/57 dated 13-11-89.

Reference may be made to this office letter of even number dated 7-10-88. In terms of Endorsement No.2 of this office letter, the action taken by South Central Railway on Commissioner of Railway Safety's recommendations and suggestions referred to in his Inspection Report prior to opening of the above line is required to be advised direct to Commissioner of Railway Safety, South Central Circle, Secunderabad in an interleaved copy under intimation to this office.

Since South Central Railway have not so far sent the interleaved copy to Commissioner of Railway Safety showing the action taken on each and every item of his Inspection Report inspite of reminders of even number dated 22-9-89, 20-3-90, 15-11-90, 7-2-91 and 5-8-91, I shall be thankful if you could look into the matter personally and send the interleaved copy to CRS immediately under advice to this office.

With best wishes,

Yours Sincerely,

(S.M.SINGLA)

Shri.Kalikavetharam,
Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500371.

(22)

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

D.O.No.98/CEDO/ORE/20. New Delhi, Dated 9-12-91.

My dear Kalikavatharam,

Subs- Opening of New Double line (Down Line) between Nuremmagar Junction and Khairatabad stations for passenger traffic.

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

Reference may be made to this office letter of even number dated 29-5-89. In terms of Endorsement No.2 of this office letter, the action taken by South Central Railway on Commissioner of Railway Safety's recommendations and suggestions referred to in his Inspection Report prior to opening of the above line is required to be advised direct to Commissioner of Railway Safety, South Central Circle, Secunderabad in an interleaved copy under intimation to this office.

Since South Central Railway have not so far sent the interleaved copy to Commissioner of Railway Safety showing the action taken on each and every item of his Inspection Report inspite of reminders of even number dated 22-9-89, 20-3-90, 15-11-90, 7-2-91 and 5-8-91, I shall be thankful if you look into the matter personally and send the interleaved copy to CRS immediately under advice to this office.

With best wishes,

Yours Sincerely,

(P.M.SINGLA)

Shri.Kalikavatharam,
Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500371.

(23)

No.91/CEDO/SD/13. 6.12.1991.

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

Sub: Durg-Nagpur Railway Electrification -
Level crossing in Kanhan Station Yard -
Height of contact wire over UP line.

****

In view of circumstances explained in your application No.DNRE/EL/T/14/2083 dated 18th November, 1991, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement caused by reduction of contact wire height to 5265 mm over UP line at level crossing of Kanhan Station Yard of South Eastern Railway as against 5500 mm required as per item (5)(ii) Chapter-VA of BG Schedule of Dimensions (1973) as indicated in Form-XI accompanying your application referred above as a stop gap measure with the stipulation that the clear head room under the height gauge shall not exceed 4.43 metres. Suitable caution notice shall be displayed at the approach to the level crossing to warn the users of the restricted clear head room available at the subject crossing. Transport authorities, District Magistrate and local bodies and Electrical Inspector (Chief Electrical Engineer) shall be suitably informed. Railway may in due course take action to shift the level crossing in a manner so as to realise a standard clear head room of 5.5 metres.

Sd/-

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

No.91/CEDO/SD/13. New Delhi, dated 6.12.1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-T(4)/90 dt. 26.11.91.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 937/19/65 dated 20.11.91.

Sd/-

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

(24)

No. 91/CEDO/ER/10. 6-12-91.

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

Sub:- Burdwan Jn.- Remodelling of yard and ancillary works - Phase I Stage I - Infringement of gradient to station yard.

Ref:- Your application No.CE/Con/W/193 Pt.III/111 dated 28-10-91.

While examining your above quoted application for issue of Administrative approval in connection with adoption of a gradient of 1 in 400 and 1 in 200 at Palsit Station it has been observed that on 'A' Route, gradient of 1 in 400 & 1 in 200 specially for UP & DN Main lines may not be safe at Palsit Station.

Ministry of Railways therefore desire that for adoption of 1 in 200 gradient you may separately apply to the Secretary (Civil Engineering) Railway Board for condonation of infringement to item 2 (b) Chapter-II of B.G.Schedule of Dimensions (1973) through Commissioner of Railway Safety, Eastern Circle, Calcutta and Chief Commissioner of Railway Safety Lucknow. So far as adoption of 1 in 400 gradient is concerned, you may kindly furnish your considered opinion keeping in viewing the safety considerations. The reply may please be sent early to enable this office to consider your application for issue of administrative approval.

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

(25)

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

D.O.No.89/CEDO/ONI/3. New Delhi, Dated 6-12-91.

My dear Kalikavatharam,

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

Ref:- Your office letter No.W.Con 347/C/55/Pt.II
dated 16-3-89 and 28-3-90.

Reference may be made to this office letter of even number dated 28-2-89. In terms of Endorsement No.2 of this office letter the action taken by South Central Railway on CRS's recommendations and suggestions referred to in his Inspection Report prior to the opening of the above line is required to be advised direct to Commissioner of Railway Safety, South Central Circle, Secunderabad in an interleaved copy ubder intimation to this office.

Since South Central Railway have not so far sent the interleaved copy to Commissioner of Railway Safety showing the action taken on each and item of his Inspection Report inspite of reminders of even number dated 2-1-90, 27-2-90, 13-11-90 and 4-2-91. I shall be thankful if you could look into the matter personally and send the interleaved copy to Commissioner of Railway Safety immediately under advice to this office.

With best wishes,

Yours Sincerely,

(S.M.SINGLA)

Shri. Kalikavatharam,
Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500371.

G. File (26)

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

D.O.No.88/CEDO/ORI/19. New Delhi, Dated -12-1991.

My dear Kalika Vatharam,

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

Ref:- Your office letter No.W.Con.347/C/55 dated 7-11-88 and W.Con.347/C/55/Vol.II dated 18-2-91.

Reference may be made to this office letter of even number dated 7-10-88. In terms of Endorsement No.2 of this office letter, the action taken by South Central Railway on Commissioner of Railway Safety's recommendations and suggestions referred to in his Inspection Report prior to opening of the above line is required to be advised direct to Commissioner of Railway Safety, South Central Circle, Secunderabad in an interleaved copy under intimation to this office.

Since South Central Railway have not so far sent the interleaved copy to Commissioner of Railway Safety showing the action taken on each and every item of his Inspection Report inspite of reminders of even number dated 27-2-90, 8-11-90 and 31-1-91, I shall be thankful if you look into the matter personally and send the interleaved copy to CRS immediately under advice to this office.

With best wishes,

Yours Sincerely,

91/-

(P.M.SINGLA)

Shri.Kalika Vatharam,
Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500 371.

G. F.L (27)/0

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

No.89/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 4-12-1989.

The General Manager,
Western Railway,
Bombay.

Sub: Running of 140t BG Diesel Hydraulic break down crane supplied by M/s Jessop & Co. Calcutta.

Ref: Your application No.W.628/12/13 Vol.III dated 18.4.89.

******

In partial modification of this office sanction of even number dated 27.7.89 for running of 140t BG Diesel Hydraulic break down crane, the conditions appearing below para-I (1),2) & 3) may be corrected to read as under :-

ON TRACK

1. When hauled in a train as a trailing load by Steam, Diesel or Electric loco with jib resting on match truck shall be permitted to run at a maximum permissible speed of 60 Kmph or at a sectional sectional speed of goods train whichever is less in that section.

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

ON BRIDGES

1. When hauled as a trailing load on bridges by Single WDM2, WAM4 or any other diesel or electric locomotive with jib resting on match truck, shall be permitted to run at a maximum permissible speed of 60 Kmph.

2. When hauled as a trailing load on bridges by Single WG with jib resting on match truck, shall be permitted to run a maximum permissible speed of 40 Kmph.

3. The crane is prohibited to run on bridges when driven by its own power with or without load.

Contd..2/-

(27)/(2)

According to the latest Speed Certificate No. SL/CR/SPD/140t/Jessop dated 1/25.2.91, a maximum permissible speed of 75 Kmph has been certified by RDSO on track in general and (a) 75 Kmph on bridges having spans other than between 12m and 32m (clear) (b) 60 Kmph on bridges having spans between 12m and 32m (clear). You may therefore approach the concerned CRS for further increase in speed for running of these cranes based on RDSO's latest Speed Certificate.

Receipt of this letter may please be acknowledged.

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(5)/82 dated 5.6.89.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexure, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/260/138 dated 28.4.89.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

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

G.file (28)/(3)

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 4-12-1991.

No.89/CEDO/SR/4.

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

Sub: Running of 140t BG Diesel Hydraulic break down crane (Jessop) to RDSO Sketch No.CR.748 Alt.2 on various BG sections of Southern Railway.

Ref: Your application No.W.438/4/TY dated 16/17.5.89.

******

In partial modification of this office sanction of even number dated 4/5.9.89 for running of 140t BG Diesel Hydraulic break down crane, the conditions appearing below para-I (1),2) & 3) may be corrected to read as under :-

ON TRACK

1. When hauled in a train as a trailing load by Steam, Diesel or Electric loco with jib resting on match truck shall be permitted to run at a maximum permissible speed of 60 Kmph or at a sectional sectional speed of goods train whichever is less in that section.

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

ON BRIDGES

1. When hauled as a trailing load on bridges by Single WDM2, WAM4 or any other diesel or electric locomotive with jib resting on match truck, shall be permitted to run at a maximum permissible speed of 60 Kmph.

2. When hauled as a trailing load on bridges by Single WG with jib resting on match truck, shall be permitted to run a maximum permissible speed of 40 Kmph.

3. The crane is prohibited to run on bridges when driven by its own power with or without load.

Contd..2/-

(28)/2

According to the latest Speed Certificate No.SL/CR/SPD/140t/Jessop dated 1/25.2.91, a maximum permissible speed of 75 Kmph has been certified by RDSO on track in general and (a) 75 Kmph on bridges having spans other than between 12 m and 32 m (clear) (b) 60 Kmph on bridges having spans between 12 m and 32 m (clear). You may therefore approach the concerned CRS for further increase in speed for running of these cranes based on RDSO's latest Speed Certificate. The speed restriction No.2 indicated at page 2 in the Safety Certificate No.493 B.G. dated 10.4.89 should be modified to include the words 'on bridges' between 'speed' and 'should' to convey the purpose for which it is meant for and should read as under :-

> "The speed on bridges should be restricted to 40 Kmph when hauled by a single WG locomotive as trailing load with jib resting on match truck."

Receipt of this letter may please be acknowledged.

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(5)/82 dated 9.8.89.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.303 dated 23.5.89.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

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

G.F.L (29)

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

No.89/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4-12-1991.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Introduction of 140t BG Diesel Hydraulic break down crane manufactured by M/s Jessop and Co.Ltd. Calcutta in regular service.

Ref: Your application No.W.552/15/Vol.II dated 9.8.89.

******

In partial modification of this office sanction of even number dated 27.10.89 for running of 140t BG Diesel Hydraulic break down crane, the conditions appearing below para-I (1),2)& 3) may be corrected to read as under :-

ON TRACK

1. When hauled in a train as a trailing load by Steam, Diesel or Electric loco with jib resting on match truck shall be permitted to run at a maximum permissible speed of 60 Kmph or at a sectional sectional speed of goods train whichever is less in that section.

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

ON BRIDGES

1. When hauled as a trailing load on bridges by Single WDM2, WAM4 or any other diesel or electric locomotive with jib resting on match truck, shall be permitted to run at a maximum permissible speed of 60 Kmph.

2. When hauled as a trailing load on bridges by Single WG with jib resting on match truck, shall be permitted to run a maximum permissible speed of 40 Kmph.

3. The crane is prohibited to run on bridges when driven by its own power with or without load.

Contd..2/-

(30)

According to the latest Speed Certificate No: SL/CR/SPD/140t/Jessop dated 1/25.2.91, a maximum permissible speed of 75 Kmph has been certified by RDSO on track in general and (a) 75 Kmph on bridges having spans other than between 12m and 32m (clear) (b) 60 Kmph on bridges having spans between 12m and 32m (clear). You may therefore approach the concerned CRS for further increase in speed for running of these cranes based on RDSO's latest Speed Certificate.

Receipt of this letter may please be acknowledged.

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(5)/82 dated 12.10.89.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.32/3613/86-88-89 dated 3.10.89.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

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

G.File

(31)

No.89/CEDO/SR/4. 4-12-1991.

The General Manager,
Central Railway,
Bombay.

Sub: Running of 140t BG Diesel Hydraulic break down crane manufactured by M/s Jessop & Co. Ltd. Calcutta.

Ref: Your application No.M-190-RC-WY/BR/IV dated 3.1.89.

*****

With reference to your application quoted above, sanction for running of 140t BG Diesel Hydraulic break down crane manufactured by M/s Jessop & Co. Ltd., has been issued under this office letter of even number dated 14.2.89/9.8.89 based on your Joint Safety Certificate No.C-44/88 BG. As per RDSO Speed Certificate No.SL/CR/SPD/140t/Jessop dated 9.9.88, all Steam, Diesel and Electric locos can be run at a maximum speed of 60 Kmph on track laid with 90R rails on sleepers to M+4 density and 200 mm depth of ballast cushion below sleepers which may consist of 75 mm clean and rest in caked up condition. It is only on the bridges that there is a speed restriction of 40 Kmph for WG Steam locos and the cranes are not permitted to run at all on bridges driven by their own power with or without load. The Track Certificate and Joint Safety Certificate enclosed with your application dated 3.1.89 are therefore not in order as these certificates indicate the speeds for running of the cranes on bridges only and not in general. The sanction of even number dated 14.2.89/9.8.89 issued from this office which is based on your Joint Safety Certificate therefore necessitates a revision.

You are therefore requested to apply for a fresh sanction through CRS and CCRS with revised certificates in supersession of your earlier application dated 3.1.89. Your fresh application should be based on RDSO's latest Speed Certificate No.SL/CR/SPD/140t/Jessop dated 1/25.2.91, a copy of which is enclosed herewith for your ready reference.

Sd/-

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

DA : As above.

(32)

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

No.91/CEDO/SD/3.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 2-12-91. 19

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condemnation of infringement to BG Schedule of Dimensions of existing Curve No.3 on running line and 14 and 15 on non-running lines of Lucknow Jn. B.G.yard.

Ref:- Your application No.W/340/Infringement/LJN/4-A dated 9-8-91.

Reference may be made to this office letter No. 88/CEDO/SD/20 dated 9-1-89 under which sanction for condemnation of infringements to existing curve No.3 on running line and curve No. 14 and 15 on non-running lines in Steam Loco Shed of Lucknow Junction B.G.yard has been conveyed to North Eastern Railway. The said sanction was valid upto 31-3-91 or until these infringements are removed during the remodelling of Lucknow yard in connection with doubling of Lucknow-Kanpur BG Section whichever is earlier.

Ministry of Railways have noted with regret that even after a lapse of three years the Railway have not been able to remove the above infringements and are approaching for extension of time for a further period of three years caring the least for the high degree of curvature. It is therefore imperative that the above infringements on curve No.3 are removed without any further delay, by carrying out the minimum yard alterations necessary, without waiting for the completion of the work of doubling and compliance reported to this office and Chief Commissioner of Railway Safety Lucknow.

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

No.91/CEDO/SD/3. New Delhi, Dated 2-12-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(6)/84 dated 10-10-91.
2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.452/3493/Pt.IV dated 16-8-91.

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

(33)

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

No. 88/CE/0/SD/8. New Delhi, Dated 28-11-91.

The General Managers (Works),
All Indian Railways.

Sub:- Gradient in Station yards.

Please refer to this office letters of even number dated 6-9-89, 11-7-90 and 15-11-90 wherein it was desired that in case of all new constructions/remodelling, the minimum gradient to be provided in the Station yards should be 1 in 1200. In case, adoption of this gradient would entail heavy expenditure, an administrative reference should be made to the Ministry of Railways individually with necessary explanatory details including existing actual gradients drawing number and expenditure involved in each case before execution of the work for adopting steeper gradient.

Cases have come to light where railways are applying for administrative approval to Secretary (Civil Engg.) Railway Board for grades steeper than 1 in 400. In this connection, it is to clarify that condonation of infringements for all cases pertaining to grades steeper than 1 in 400 and upto 1 in 260 should be obtained direct from the concerned Commissioner of Railway Safety and condonation of infringements for grades steeper than 1 in 260 should be obtained from the Ministry of Railways through Commissioner of Railway Safety and Chief Commissioner of Railway Safety. Cases pertaining to grades steeper than 1 in 1200 and upto 1 in 400 should be referred to Ministry of Railways for administrative approval.

While applying for administrative approval, it may be ensured that the grades quoted in the application are the actual grades existing at site and not the ones which are indicated in the Index Plan/Section.

The receipt of this letter may please be acknowledged.

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

P.T.O.

No. 88/CEDO/SD/8. New Delhi, Dated 28-11-91.

Copy forwarded for information to:-

1) The Director General, R.D.S.O., Lucknow - 226 001.
2) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001 with 25 spare copies.
3) The General Managers/ DLW, CLW, ICF, RCF/Kapurthala, W&AP/Bangalore and Railway Electrification, Allahabad - 211001.
4) The Chief Administrative Officer, Diesel Component Works, Patiala.
5) The Chief Administrative Officer, Central Organisation for Modernisation of Workshops, New Delhi.
6) The Chief Administrative Officer(Construction), Central Railway, Bombay V.T.
7) The Chief Administrative Officer (Construction), Northern Railway, Kashmere Gate, Delhi.
8) The Chief Administrative Officer (Construction), Southern Railway, Egmore, Madras - 600 008.
9) The Chief Administrative Officer (Construction), South Central Railway, Rail Nilayam, Secunderabad - 500371.
10) The Principal, Railway Staff College, Vadodara.
11) The Director, Indian Railway Institute of Civil Engineering, Pune.
12) The Director, Indian Railways Institute of Signal Engineering & Telecommunications, Secunderabad.
13) The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
14) The Director, Indian Railways Institute of Electrical Engineering, Nasik.
15) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati.
16) The General Manager, Metropolitan Transport, Calcutta.

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

भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं. 80/सी ई डी ओ/एस डी/8 नई दिल्ली, दिनांक 28.11.1991

महाप्रबंधक(निर्माण),
सभी भारतीय रेलें ।

विषय:- स्टेशन यार्डों में ग्रेडिएंट ।

.....

कृपया इस कार्यालय के दिनांक 6.9.89, 11.7.90 और 15.11.90 के समसंख्यक पत्रों का अवलोकन करें जिनमें यह वांछा की गई थी कि सभी नये विनिर्माणों/पुनर्निर्माणों के मामलों में, स्टेशन यार्डों पर मुहैया किये जाने वाले न्यूनतम ग्रेडिएंट 1200 में 1 होना चाहिए यदि इस ग्रेडिएंट के कारण अधिक खर्चा होता है तो रेल मंत्रालय को ~~भेजना~~ अलिग से आवश्यक स्पष्टीकरण विवरणों सहित जिसमें मौजूदा वास्तविक ग्रेडिएंट ड्राइंग नं. और प्रत्येक मामले में स्टीपर ग्रेडिएंट अपनाने के लिए कार्य के निष्पादन से पहले होने वाला खर्च भी शामिल हो, बताया जाना चाहिए ।

ऐसे मामले भी प्रकाश में आए जहां रेलें 400 में 1 स्टीपर ग्रेड के लिए सचिव(सि. इ.), रेलवे बोर्ड को प्रशासनिक अनुमोदन के लिए आवेदन करती हैं । इस संबंध में, यह स्पष्ट किया जाता है कि 400 में 1 से 260 में 1 ग्रेड स्टीपर तक से संबंधित सभी मामलों के लिए नियमों में उल्लंघन के लिए माफी सीधे ही संबंधित रेल संरक्षा आयुक्त से प्राप्त की जाए और 260 में 1 स्टीपर ग्रेड्स के लिए नियमों में उल्लंघन के लिए माफी ली आर एस और सी सी आर एस के माध्यम से रेल मंत्रालय से प्राप्त की जाए । 1200 में 1 से अधिक स्टीपर ग्रेड तथा 400 में 1 तक स्टीपर ग्रेड से संबंधित मामलों को प्रशासनिक अनुमोदन के लिए रेल मंत्रालय को भेजा जाए ।

....2..

प्रशासनिक अनुमोदन के लिए आवेदन करते समय यह सुनिश्चित किया जाए कि आवेदन पत्र में उद्धृत ग्रेड कार्यस्थल पर मौजूदा वास्तविक ग्रेड है और वह नहीं है जो कि विषय सूची योजना/खंड में उल्लिखित किये गये हैं ।

कृपया पालन करें ।

§एस. एम. सिंगला§
कार्यपालक निदेशक, सि. इ. §ता§.
रेलवे बोर्ड.

सं. 88/सी ई डी ओ/एस डी/8 नई दिल्ली, दि० 28. 11. 1991

प्रतिलिपि, महानिदेशक, अ. अ. मा. सं., लखनऊ-226001 तथा अन्य को प्रेषित ।

§एस. एम. सिंगला§
कार्यपालक निदेशक, सि. इं. §ता. §.
रेलवे बोर्ड.

(37)

No.91/CEDO/BL/1. 27-11-1991.

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

Sub: Supply of Bridge Lists as on 31.3.91.

Ref: Your letter No.W(3)/65/58/Pt.II
dated 18.11.91.

****

The Bridge Lists of Sealdah, Howrah and Malda Divisions correct as on 31.3.91 may please be supplied on priority.

(D.N. MACHIWAL)
for Exe. Director Civil Engg.(B&S),
Railway Board.

(38)

No.91/CEDO/SM/1. 26.11.1991.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: System Maps.

Ref: Your office letter No.W/523/S.Map/7 dated 5 .07.1991.
08

*****

Please refer to your office letter quoted above and expedite despatch of System Maps of your Railway as on 31.3.1991.

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

G/File

(39)

No.91/CEDO/SR/6. 25.11.1991.

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

Sub: Speed Certificate for wagons.

Ref: Your letter No.MW/SPD/GENL dated 19.11.91.

******

Please arrange to send a copy of your office letter No.MW/SPD/GENL dated 21.4.79 for reference and use in this office.

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

C.File (40)

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

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-11-91.

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

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in station yards at New Jalpaiguri and Rangapani on Katihar Division of N.F.Railway.

Ref:- Your office letter No.W/260/CON/P-D Project/ Pt.II dated 1-11-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 in New Jalpaiguri yard and 1 in 700 in Rangapani yard as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 in connection with doubling between New Jalpaiguri and Malda Town section of Katihar Division of Northeast Frontier Railway as shown in Annexure-I and Drawing No. CE/CON/MN/Y/Phase/8/89 Alt 3 & CE/CON/M-N/Y/15/87 Alt.5 accompanying your letter referred to above.

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

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

G.File (41)

No. 91/CEDO/ORI/7. 18-11-91.

The General Manager (P&C),
Eastern Railway,
Calcutta.

Sub:- Opening of Up line between Kalyanpur Road and Bariarpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 10-6-91 (Copy enclosed for ready reference) and expedite the reply.

DA: As above

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

(42)

No. 91/CEDO/ORI/1.

18 - 11 - 91.

The Chief Engineer (S&C),
Eastern Railway,
Calcutta - 700 001.

Subject:- Opening of Electrified Up line No.2 between Bhadreshwar and Mankundu in Howrah Division of Eastern Railway for the public carriage of passengers.

*****

Please refer to Endorsement No.2 of this office letter of even number dated 29-5-91 (Copy enclosed for ready reference). A copy of this letter has already been sent to you by Chief Engineer, Eastern Railway, Calcutta under his letter No.W-4/285/2/Vol.II dated 24th June,91.

Ministry of Railways desire that action taken on CRS's recommendations and suggestions referred to in his report prior to the opening of the above line may please be advised to Commissioner of Railway Safety, Eastern Circle Calcutta direct in an interleaved copy under advice to this office. The date of opening of the above line may also be sent to this office alongwith two ferro copies each of Index Plan and Section at the earliest.

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

DA:-One.

(43)

No.91/CEDO/CHI/6. 18-11-91.

The General Manager (P&C),
Eastern Railway,
Calcutta.

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

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

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

DA:-One.

(44)

No.91/CEDO/ORI/3. 18 15-11-91.

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

Sub:- Katni-Satna B.G.Section - Doubling of track between Andara and Bhadanpur stations of Jabalpur Division on Bombay-Allahabad Route in Central Railway.

Please refer to this office letter of even number dated 11-6-91 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(45)

No.90/CEDO/ORI/3. 15-11-91.

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

Sub:- Opening of New line Bhadrachallam Road and Manuguru Stations.

Ref:- Your office letter No.W.465/CRS dated 1-11-91.

Please refer to your office letter quoted above. You have already sent the compliance report for para X and XI of CRS's Inspection Report to this office and CRS vide your letter No.W.465/CRS dated 4-9-91 and 31-10-91 respectively.

Ministry of Railways therefore desire that the compliance report in respect of the remaining paras of CRS's Inspection Report may also be sent in an interleaved copy to CRS, South Central Circle, direct under advice to this office. It is also requested that the date of opening of the above section may also be sent to this office alongwith a copy of Index Plan and Section.

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

G.File (46)

No.89/CEDO/SR/5. 14.11.1991.

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

Sub: Condonation of infringements of WAM4 class of AC Electric locomotives with pantograph in locked down condition.

****

Please refer to this office letter of even number dated 1.8.90 (copy enclosed for ready reference) and expedite reply.

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

DA : As above.

(47)

No. 91/CEDO/ORI/13. 14-11-1991.

The Chief Engineer(Constn.),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub: Opening of the new Non-electrified Metre Gauge single line between Chittradurg and Challakere station being a part of Chitradurg-Royadurg in Mysore Division of Southern Railway for the public carriage of passengers - Authorisation.

Ref: Your office letter No.W.347/CTA-EDG/CN dated 25.10.91.

******

Commissioner of Railway Safety, Southern Circle, in para 9.13 of his Inspection Report on the above section, has raised a specific point that the documents submitted by Southern Railway do not make it clear whether waterways for the bridges on the above section are computed for flood discharge with a probable recurrence of 50 years in terms of IRS Code of practice for design of sub-structure and foundation of bridges. But, it is seen from the compliance report against para 9.13 furnished vide your above quoted letter that the issue raised by CRS has not been clarified.

Ministry of Railways therefore desire that clarification on the issue raised by Commissioner of Railway Safety, Southern Circle, may please be furnished immediately.

(A.K. MEHROTRA) 12/11
Executive Director Civil Engineering(B&S),
Railway Board.

(48)

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

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

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

Ref:- Your letter No.W 65/12 Vol.IV(W3) dated 28-10-91.

Reference may be made to Statement 'A' enclosed with your above quoted letter. It may please be confirmed that the figure of 14,650 shown under Column 10 against 31-3-91 is a typographical error which may be corrected to read as 14,652.

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

STATEMENT OF MAJOR & MINOR BRIDGES & WATERWAYS AS ON 31ST MARCH 1991.

STATEMENT 'A'

S.NO.	RAILWAYS	MAJOR BRIDGES (incl. of ROBs & RUBs)	MINOR BRIDGES (incl. OF ROBs & RUBs)	TOTAL
1	2	3	4	5
1.	Central	1,300	12,974	14,274
2.	Eastern	827	7,548	8375
3.	Northern	1,065	15,556	16,621
4.	North Eastern	664	4,769	5,433
5.	Northeast Frontier	1008	4,741	5749
6.	Southern	1287	17022	18309
7.	South Central	1248	13183	14431
8.	South Eastern	1463	17420	18883
9.	Western	1362	13290	14652
	TOTAL :-	10224	106503	116727

STATEMENT 'B'

S.NO.	RAILWAYS	305 m (100'-0") & above	18.3 m (60'-0") and above to less than 305 m (100'-0")	6.1 m (20'-0") and above to less than 18.3 m (60'-0")	Less than 6.1 m (20'-0")	TOTAL
1	2	3	4	5	6	7
1.	Central	604	433	1758	11234	14029
2.	Eastern	465	187	843	6556	8051
3.	Northern	516	341	1334	14249	16440
4.	North Eastern	411	180	496	4285	5372
5.	Northeast Frontier	582	274	700	4124	5680
6.	Southern	544	376	1551	15205	17676
7.	South Central	605	593	1705	11137	14040
8.	South Eastern	775	506	2059	15264	18604
9.	Western	691	288	2135	11468	14582
	TOTAL :-	5193	3178	12581	93522	114474

G file (50)

No.91/CEDO/SB/10. 12-11-91.

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

Sub:- Palapathar - Dudrumchar-Barbatpur -
Doubling : Remodelling of Dedrumchar yard.

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

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

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

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

(51)

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 12-11-91. 19

No. 90/CEDO/SD/18.

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

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

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(7)/90 dated 22-10-91.

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

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

(52)

WIRELESS
4-11-91.

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

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

MEHROTRA)
RAILWAYS.

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

Copy by post in confirmation:

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

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

(53)

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

D.O.NO. 70/WDO/ORI/RO/1 New Delhi,
Dated: 4.11.91

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

Sub: Revision of Rules for opening of Railways.

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

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

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

DA:NIL.

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

(59/0)

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

No. 91/CEDO/SD/12.

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

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

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

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

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

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

(54)/(2)

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -'226001, with reference to his Endorsement No. RS.19-T(1)/91 dated 11th June,91.

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

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

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

ANNEXURE-I

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

(55)

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

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

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

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

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

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

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

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

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay.

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

(56)

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

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

Sub:- Infringement of gradient in station yards at Kankatta, Japla, Kajrat Mawadih and Nabanagar stations in Mughalsarai Division of Eastern Railway.

Ref:- Your office letter No.CE/Con/W/193/Pt.III/88 dated 3-9-1991.

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

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

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

(57)

No.91/CTDO/CHI/13. 28-10-91.

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

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

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

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

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

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

(58)

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

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

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

i) Doubling between Dum Dum Junction & Barasat

&

ii) Calcutta Circular Railway Project.

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

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

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

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

(59)

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

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

The General Managers(Engg),
All Indian Railways.

Sub: Supply of Bridge Lists as on 31.3.1991.

.....

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

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

The receipt of this letter may please be acknowledged.

Amrebat

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

(60)

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

No.91/CED0/GS/1. रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 24-10-1991.

The General Managers(Engg),
All Indian Railways.

Sub: Ghat Sections.

....

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

Singla

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

DA : One Proforma.

(19)

_____ RAILWAY

Statement showing particulars of Ghat Sections.

as on 31.3.1991.

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

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 24-10-91. 19

No.91/CEDO/SD/10.

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

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

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

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

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

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

(63)

G/File

(22)

No. 91/CEDO/SR/11. 18-11-1991.

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

Sub: Condonation of infringements of WAG4 class of B.G. AC Electric freight locomotive with pantograph in locked down condition.

******

Para 2.5.1 of Speed Certificate No.SD.WAGI.11 dated 23.3.81 of WAG4 locomotive issued by Director Standards(Motive Power) RDSO Lucknow is reproduced below.

" The pantograph of the locomotive infringes the maximum moving dimensions of 1929 of the BG Metric Schedule of Dimensions 1973 in non-electrified sections. Board's condonation for the infringement for any movement of the locomotive with pantograph in locked down condition over non-electrified section may be obtained as usual".

It is requested that the various clauses infringing the maximum moving dimensions of 1929 in respect of above locomotive with pantograph in locked down condition may please be particularly specified alongwith the amount of infringement and your reason for condonation of infringements. A drawing showing these infringements may also be sent and it may be advised if the movement of these locomotives in dead condition on non-electrified sections would requirehany imposition of speed restrictions as the locked down pantograph will be infringing the maximum moving dimensions of 1929 and the rolling stock will itself be constituting on ODC. Similar infringements as called for above have been advised by RDSO in the case of WAG 2 and WAG 5 locomotives vide their letter No.CT/DEL/WAG.2 dated 22.9.1989 and No.CT/DEL/WAM.4B dated 18.4.1990 through CORS Lucknow.

15/11

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

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

The General Manager Western Railway Bombay with reference to his application No.W.636/9/1/19 Vol.II(W5) dated 29.7.91 to Secy.(Civil Engg.) Railway Board for running of WAG4 locos.

C/c

Contd...2/-

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In terms para 2.5.2 of RDSO's Speed Certificate No.SD.WAG.I.11 dated 23.3.81, you have not applied for condonation of infringement of WAG4 locos with pantograph in locked down condition. RDSO has therefore been requested to apply for condonation of infringements through CCRS Lucknow in order that general condonation may be considered for issue from Board's office and para 2.5.2 of the Speed Certificate accordingly modified by RDSO. As the drawing number of WAG4 locos has not been indicated any where in the application and its enclosures, it is requested that the drawing of WAG4 locos may also be sent for reference and use in this office.

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

(69)/(1)
C/File

No. 69/CKD/SR/4. 22-10-91.

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

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

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

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

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

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

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

This may be treated as immediate.

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

DA : RDSO letter
dated 1/25.2.91.

(66)

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

No.91/CEDO/ORI/13.

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

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

Sir,

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

With reference to your Endorsement No.RS.10-2(11)/89 dated 6-3-90, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.78 dated 22-2-90.

yours faithfully,

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

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

Copy forwarded for information to:-

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

2) The General Manager, Southern Railway, Park Town, Madras-600003, with the request that suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One more ferro copy each of the Index Plan and Section may also be sent to this office.

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

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

D.O.No.90/CEDO/EE/18. New Delhi, Dated 21 -10-1991.

My dear Srinivasan,

Sub:- Jolarpettai-Bangalore and Jolarpettai-Erode Railway Electrification works - Condonation of Railway Board for CEN structure infringements.

Ref:- Your D.O.No.ETR.252/EE/0150 dated 3rd October,91.

Sanction for condonation of infringements in Jolarpettai, Erode and White Field yard have already been issued vide this office letters of even number dated 22/8/91, 23/8/91 and 5/9/91. A copy of each of the sanction issued is enclosed herewith for your ready reference.

Regarding sanction for Bhadravathi Paper Board yard, your application dated 21/3/91 has not so far been received in this office. To enable this office to consider the same, your application alongwith CCRS's comments may be sent to this office.

Yours sincerely,

(S.M.SINGLA) 17/10

Shri.R.Srinivasan,
Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

(68)

No.90/CEMO/CRE/5. 15-10-91.

The Chief Administrative Officer/SC,
South Central Railway,
Headquarters Office,
Works (Construction) Branch,
Secunderabad - 500371 (A.P.).

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

Ref:- Your office letter No.W.Con.347/B/67/Vol.II dated 19-8-91.

Reference may be made to para 2 of your above quoted letter. The compliance report on paras 10.3.1, 10.3.2 and 10.3.5 of CRS's Inspection Report may be expedited.

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

G/File
(69)

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

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

Dear Shri DEB BURMAN,

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

****

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

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

Yours sincerely,

(S.M. SINGLA)

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

G.f.b (70)

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

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

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

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

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

****

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

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

DA : As above.

(71)

No.91/CEDO/GLW/1. New Delhi, Dated 9-10-91.

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

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

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.

Please refer to this office letter of even number dated 5-4-91 and a subsequent reminder of even number dated 27-6-91 and expedite the reply.

(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)

G. file (72)

No.66/WBO/SR/19. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 5-10-1989.

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

Sub: Schedule of Dimensions 1676 gauge Maximum Moving Dimensions - Adoption of New BG Profile to RDSO's Sketch No.EDO/T-1043.

Ref: Your letter No.RS.25-T(2)/80 dated 31.5.88.

******

A decision has been taken to accord general clearance for moving dimensions to profile EDO/T-1043 vide para 2(b) of the minutes dated 21.4.89 of the meeting of Advisers/Executive Directors (copy enclosed). Accordingly, all the Zonal Railways have been asked to plan removal of infringements to EDO/T-1043 and include such works in the Works Programme keeping in view that after removal of infringements, the clearance available at a particular location for running of rolling stock to EDO/T-1043 should also cater for the future moving dimensions of 12'-0" wide x 15'-6" high rolling stock as shown in Diagram No. 1A and 1A modified of BG Schedule (1973).

From a perusal of Drg. No.EDO/T-1043, it would be seen that in the case of goods stock and locomotives profile a width of 3135 mm (max.) below floor level has been shown. Similarly, in the case of coaching stock profile a width of 3050 mm (max) below floor level has been shown. With these widths there would be infringements according to item 3(i) & 3(ii) Chapter-II of BG Schedule of Dimensions at passenger and goods platform because maximum/minimum horizontal distance from centre line of track to face of platform is 1660 mm/1670 mm. This results in a clearance of 150 ± 5 mm below floor level between the passenger platform and the vehicle in the case of coaching stock. While with the stock width of 3135 mm below floor level in the case of Goods stock & Locomotives the clearance between the Goods platform and the vehicle will be 107.5 ± 5 mm and will have to be classified as CDO requiring allied restriction on movement. The clearance of 107.5 ± 5 mm in the case of Goods stock & Loco is less than the prescribed clearance of 152 mm between platform and the vehicle as per page 94 of the Schedule.

The point at issue is that there is a proposal to replace 1929 moving dimensions/existing coaching stock profile by EDO/T-1043 in BG Schedule of Dimensions. Therefore when the Goods vehicles pass over the passenger platform line, the clearance of 107.5 ± 5 mm between the passenger platform and the goods vehicle will be causing an infringement to

Contd....2/-

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to standard 152 mm clearance between platform and vehicle, indicated at page 94 of the Schedule. To remove this infringement, mass scale modification to platform copings of all passenger and Goods platforms will have to be done in the adoption of profile to BDC/T-1043. In this connection, it is relevant to mention that the following types of stock are satisfactorily running on Indian Railways for sufficiently long period with overall widths at platform level indicated against each.

Type of Stock	Overall maximum width at platform level (mm)
WP & WG Locos	3100
BOX Wagons	3135
BCX Wagons	3130

In view of the above, Ministry of Railways desire that you may tender your opinion regarding substitution of 1929 profile by BDC/T-1043 in BG Schedule and the infringement caused between the overall Goods stock width of 3135 mm at platform level already in service and the passenger platform coping at present provided at 1680/1670 mm from centre line of track which will be further perpetuated due to the adoption of BDC/T-1043 profile. It may also be advised whether RDSO/Railways should seek condonation to the infringement so caused to clearance of 152 mm prescribed at page 94 of the Schedule.

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

No.66/WDO/SB/19 New Delhi, dated 8-10-1991.

Copy to Director General (Track) RDSO Lucknow with reference to his letter No.CT/SD/RSW/3000 dated 17.7.91. The question of substitution of 1929 profile by BDC/T-1043 in the BG Schedule of Dimensions is under consideration with this office and will be replied soon after receipt of reply from CCRS/Lucknow.

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

DA : As above.

G.file IMMEDIATE (74)

No. 91/CEDO/BR/1. 8-10-1991.

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

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

Kindly call for this office letter of even number dated 22-3-91 in terms of which your railway was asked to submit the information pertaining to Major and Minor Bridges as on 31-3-91 in prescribed Statement 'A' and Statement 'B'. The information was required this office by 30-6-91, the latest. But, it is regretted to inform you that the required information has not so far been received in this office inspite of reminders of even number dated 27-6-91, 15-7-91 and 9-8-91 and a D.O. to Chief Bridge Engineer dated 3-9-91. As the printing of Board's Administrative Report is held up for want of information only from your railway, it is requested that the required information may please be sent without any further del

While furnishing the information, it may be ensured that the difference in the number of Major and Minor Bridges (excluding ROBs and RUBs) compared to the total number of Bridges with waterways if any is suitably explained in the forwarding letter.

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

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

No.91/CEDO/SD/10.

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

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

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

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

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

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

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

G.File. (76)

No.90/CEDO/ONI/3. 4-10-91.

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

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

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

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

Sd/-

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

(11)

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

G.P.O

No. 91/CEDO/SD/11.

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

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

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

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

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

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

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

Copy forwarded for information to:-

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

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

G/File

(78)

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

(21)

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

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

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

*****

In view of the position explained in your application No.G/L000/WAG-5 dated 3.4.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Single/Double headed WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB electric locomotives fitted with Hitachi motors, having an axle load of 21t on the entire BG electrified sections excluding Vishakhapatnam - Kirandul Section of your Railway at a maximum speed of 75 Kmph for haulage of passenger/freight trains.

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

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

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

Contd...2/-

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

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(3)/90 dated 8.8.91.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta-700 001. with reference to his letter No.278/387 dated 24.6.91.
3. The Director Standards(Motive Power), R.D.S.O., Luckbow - 226 011.

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

G/File (80)

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

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

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

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

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

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

S/d

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

(81)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No.91/CEDO/SR/2.

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

Rail Bhavan, New Delhi-110001, dated

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

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

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

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

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

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

(32)

C+/File

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.17-T(1)/90 Vol.II dated 4.9.91.

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

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

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

GT/File
(83)

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

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

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

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

*****

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

This may be treated as immediate.

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

(84)

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

No.89/CEDO/SD/11.

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

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

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

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(1)/84 dated 29-3-90 and RS.18-T(1)/84-Vol.II dated 12-10-90.

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

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

P.T.O.

(85)

ANNEXURE-I

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

(85)/(1)

No.91/CEDO/SM/10 -9-91.

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

Sub:- Habibganj - Provision of Coaching Terminal facilities - Dispensation for providing steeper gradient than 1 in 1200 in station yard.

Ref:- Your office letter No.EW.689.W.152/V dated 30/8/91 / 3/9/91.

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

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

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

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

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020.

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

(86)

No.89/CHE0/CNE/8.

24-9-91.

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

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

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

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

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

(87)

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

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

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

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

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

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

As the interleaved report has not so far been sent by your office to CRS, South Central Circle, Secunderabad inspite of reminders of even number dated 30/31-1-91 and 23-4-91, it is requested that the same may please be sent immediately direct to him with copy to this office.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(88)

No.91/CEDO/BS/1.

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

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

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

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

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

The measures to be taken by the site staff to ensure safety of railway operations, when the water level exceeds the danger level (which may happen frequently), should be clearly spelt out.

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

(89)

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(6)/90 dated 04-09-1991.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.221/1/150 dated 04-09-1991.

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

G/File (90)

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

No. 90/ CEDO/SR/28. रेल भवन, नई दिल्ली-110001, दिनांक 13-9-91. 19
Rail Bhavan New Delhi-110001, dated

(20)

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

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

With reference to your application No.CT/LC/MG dated 20-9-90 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No.MC/CB/LC dated 6-8-91, the sanction of Ministry of Railways is hereby communicated to the condonation of following infringements to M.G.Schedule of Dimensions (1963) involved in the design of 21500 mm long and 2745 wide M.G.coaches having a maximum axle load of 10t to RDSO's Drawing No.SKETCH 9008.

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

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

P.T.O.

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

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

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

Copy forwarded for information & necessary action to:

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.15-T(2)/90 dated 24-9-90.

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

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

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

(92)

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

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

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

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

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

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

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

G/File (93)

No.91/CEDO/SR/14.

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

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

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

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

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix-VII to the current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

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

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

P.T.O.

(94)

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.17-T(2)/90-Vol.II dated 8.8.1991.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay -400 020, with reference to his letter No.12-5/82/136 dated 23-7-91.

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

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

(95)

No.91/CEDO/SD/10. 9-9-1991.

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

Kind attention of: Shri.S.R.Chaudhuri, CE(Con) - II.

Subject:- Infringement of gradient in Station Yard of Sultanganj Station under Malda Division of Eastern Railway.

Reference:- Your office letter No.CE/Con/W/1681 dated 26th August,1991.

Please refer to your office letter quoted above. Your application No.CE/Con/W/1681 dated 29-7-91 for condonation of grade infringement in Sultanganj Station Yard has not been received in this office and appear to have been lost somewhere during transit. It is therefore requested that a duly attested a photocopy of the same alongwith enclosures if any, may please be sent to this office alongwith a copy of Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.575 dated 12-8-91.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(96)

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 5 -9-91.

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

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

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his endorsement No. RS.18-T(7)/90 dated 3rd September,1991.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.434 dated 12-7-91.

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

G/File
(97)

No.91/CEDO/SR/12. 4-9-91.

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

Sub:- Running of "WDM-7" class of Diesel Electric Locomotive fitted with thrust pads in the end axle Boxes upto a maximum permissible speed of 95 Kmph, or at a sectional speed whiever is less in that section over various B.G.Section of C.Rly.

Ref:- Your office letter No.W.681.Y. 66.BR dated 22-8-91.

The sanction for running of WDM-7 loco on Central Railway has already been issued under this office letter of even number dated 26-7-91, a copy of which is enclosed herewith for reference and use in your office.

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

DA/as above.

(98)

No.88/CEDO/CRS/IR/10. 3-9-1991.

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

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

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

Please refer to your office letters quoted above. The Ministry of Railways vide their letter of even number dated 4-4-88 (copy enclosed) had desired that the action taken on various recommendations/suggestions made by Commissioner of Railway Safety, South Central Circle, Secunderabad on the above cited report should be furnished to Commissioner of Railway Safety direct in juxtaposition in an interleaved copy under advice to this office. But, it is seen from your above quoted letters that these have been addressed to the undersigned instead of Commissioner of Railway Safety, South Central Circle, Secunderabad. It is also not clear if copies of these letters have been sent to Commissioner of Railway Safety also in an interleaved copy.

Ministry of Railways therefore desire to know if copies of the above letters have also been sent to Commissioner of Railway Safety also. If not, the same may now be sent. In future, it may please be ascertained that your remarks are furnished in juxtaposition in an interleaved copy addressed to Commissioner of Railway Safety direct with copy to this office.

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

(99)

Inspn Rpt 4/4/88

5102

No. 88/CEDO/CRS/IR/10 April 4 th 88.

The General Manager,
South Central Railway,
Secunderabad.

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.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, South Central Circle, Secunderabad on the above noted subject received through Chief Commissioner of Railway Safety, Lucknow under his letter No. RS.14-T(1)/88 dated 16th March, 1988, is sent herewith.

The Ministry of Railways desire that the action taken on various recommendations/suggestions made by the Commissioner of Railway Safety, South Central Circle, Secunderabad on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

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

D4/ One Inspection Report.

(106)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

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

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

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

.....

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

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

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

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

Contd...2/-

(101)

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.195 and all other certificates accomapnying your application referred to above.

The Ministry of Railways also sanction the infringement to item No.11 (ii) of BG Schedule of Dimensions (1973) involved in running of 140t BG diesel hydraulic crane as detailed in Form-XI accompanying your application.

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. RS.17-T(4)/90 dated 19.7.91.
2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur-273 012 with reference to his letter No.255/ 257/11/91 dated 26.6.91.
3. The Director Standards(Motive Power), RDSO, Lucknow-226 011.

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

Annexure -'A'

Section	Max. speed when hauled in a train as trailing load by single WDM2 or any other Diesel locomotive with jib resting on Match truck	Max speed when hauled in a train as trailing load by single WG'/jib Engine with resting on Match truck	Max. speed when travelling on its own power with or without load as indicated in Sketches LD/SK-615 and LD/SK-616 (Sheet 1&2) on truck.
Malda Town-New Guwahati	60	40	5

(102)

G.File

No.89/CEDO/SD/12. 29-8-1991.

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

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

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

.....

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

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

Contd...2/-

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

This may please be treated as immediate.

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

(104)

G. File

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

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

My dear SAGAR,

Sub: Index Plan and Section.

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

.....

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

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

With best wishes,

Yours sincerely,

(H.K.L. JAGGI)

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

(105)

C.P.W.

No.89/CEDO/SR/4. 26-8-1991.

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

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

Ref: Your Speed Certificate No.SL/CR/SPD/ 140t/Jessop dated 9/12.9.1988.

.....

Extracts of para 2.1 from your above quoted Speed Certificate are enclosed herewith. It may be seen from para 2.1.1 (a) that the maximum permissible speed of 140t BG Diesel Hydraulic break-down Crane when hauled in a train as a trailing load with jib resting on match truck is 60 Kmph. It may please be confirmed that this speed is applicable to all types of steam, diesel and electric locos and therefore in terms of this para 'WG' locos on track (other than bridges) can be run at a maximum speed of 60 Kmph. In case it is not so, the break up of engine-wise speed in accordance with para 2.2.1(a)(i) and 2.2.1 (a) (ii) of your above quoted Speed Certificate may be given.

An immediate reply is requested.

Sd/-

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

Encl.: As above.

(106)

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 23-8-91.

No.90/CEDO/SD/18.

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

Sub:- Railway Electrification - Groups 70 and 71 - Jolarpettai-Erode and Salem - Mettur Dam Sections - Wiring of tracks in Erode yard - Condonation from Railway Board.

In view of the position explained in your application No. ETR/252/RE/0150/Vol.II dated 7th January,91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 23 OHE Structures having setting distances varying from 2230 to 2350 mm in connection with wiring of tracks in Erode yard on Madras-Shoranur section of Southern Railway as against 2360 mm + curve allowance required as per item 13(ii)(d) Chapter-I of BG Schedule of Dimensions (1973) as indicated in under column 8(b) in Form-XI accompanying your application referred to above.

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

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

No.90/CEDO/SD/18. New Delhi, Dated 23-8-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.RS.18-T(7)/90 dated 13th May,1991.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1362 dated 31/1/91.

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

(107)

No.90/JELO/SD/18. 23-8-91.

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

Sub:- Railway Electrification - Groups 70 and 71 - Jolarpettai-Erode and Salem - Mettur Dam Sections - Wiring of tracks in Erode yard - Condonation from Railway Board.

In view of the position explained in your application No. ETR/252/RE/0150/Vol.II dated 7th January,91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 23 OHE Structures having setting distances varying from 2230 to 2350 mm in connection with wiring of tracks in Erode yard on Madras-Shoranur section of Southern Railway as against 2360 mm + curve allowance required as per item 13(ii)(d) Chapter-I of BG Schedule of Dimensions (1973) as indicated in under column 8(b) in Form-XI accompanying your application referred to above.

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

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

No.90/CEDO/SD/18. New Delhi, Dated 23-8-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.RS.18-T(7)/90 dated 13th May,1991.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1362 dated 31/1/91.

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

Circle (10)/2

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

The General Manager,
Central Railway,
Bombay.

Attention : Shri P.P. Joshi.

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

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

.....

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

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

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

sd/ 22/8.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(108)

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

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

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

.....

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

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

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

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

Copy forwarded for information to :-

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

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

(109)

No.90/CEDO/SD/18. 22-8-1991.

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

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

.....

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

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

21/8

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of RailwaysSafety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(7)/90 dated 13.5.91.

2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No. 1521 dated 22.3.91.

21/8

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

(110)

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

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

Sub: South Eastern Railway System Map.

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

.....

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

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

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

The receipt of this letter may please be acknowledged.

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

Encl.: As above.

(111)

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

No.91/CEDO/ORI/10.

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

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

Sir,

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

With reference to your Endorsement No.RS.10-T(16)/90 dated 16-5-91 and in view of Chief Engineer (S&C)'s D.O.No. CE/OON/W/1600 Pt.II/65 dated 22-7-91, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 996/6/I/91 dated 9-1-1991.

youre faithfully,

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

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

Copy forwarded for information to:-

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

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

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

(112)

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

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Density Charts.

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

.....

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

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

The receipt of this letter may please be acknowledged.

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

DA : As above.

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

(113)

No.88/CEDO/CRS/IR/6. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 19-8-91.

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

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

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

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

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

8.4(a) of Bano:

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

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

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

(114)

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

No.91/CEDO/SD/10.

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

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

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

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

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

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

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

(115)

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001 दिनांक
Rail Bhavan, New Delhi-110001 dated 16-8-91.

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

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

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his endorsement No. RS.18-T(7)/90 dated 4th June,1991.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No.1520 dated 22-3-91.

(S.M.SINGLA)
for Secretary Railway Board

A Pde (116)

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

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

Dear Shri Monga,

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

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

.....

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

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

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

With regards.

Issue Fair Please
13/8

Yours sincerely.

12/8
(S.M. Singla)
OK

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

(117)

No.89/CEDO/CRI/14. 6-8-1991.

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/I/CE/Vol.II dated 4-10-90.

In terms of your above quoted letter, it was brought to the notice of this office that suitable action on CRS's recommendations and suggestions prior to the opening of the new BG line between Ernakulam Junction and Alleppey stations has been taken and on completion of all works mentioned in his inspection report, the interleaved report will be submitted to CRS with copy to Railway Board.

The said interleaved copy has not so far been sent to CRS inspite of reminder of even number dated 8-1-91. It is therefore requested that the interleaved copy may please be sent immediately to CRS, Southern Circle, Bangalore and copy to this office.

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

(118)

No.90/CEDO/ORI/6.

5-8-91.

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

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

A copy of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passenger traffic on 20-5-1990.

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

Encl: 2 Plans bearing No. PS/NE/118 & PS/NE/118/1.

No.90/CEDO/ORI/6. New Delhi, Dated 5-8-91.

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

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

N. F. RAILWAY

TRACK RENEWAL WORKS 1992-93.

EACH COSTING MORE THAN RS. ONE CRORE.

Route	Over due Nos as on 1-4-92		CTR		TRR		TTR	TBTR	TSR		Total in CTR units	Total cost in lakhs
	RR	SR	Primary	Scondy	Primary	Scondy			Primary	Secondary		
BG												
B	1	8	—		—		—	40 Nos (4430) rmt	7·70	-	5·00 ~~6·35~~	313
D	2	165	—		—		64 sets	18 Nos (3580) rmt	41·68	-	24·00	1077
E	-	48	—		—		—	—	17·20	-	18·60	351
Yards & sidings	3	16	—									
MG												
R_1	109	262	29·93	-	—	-	—	—	33·35	—	46·61	1083
S	143	388	-	-	35	-	—	—	83·50	-	59·25	1118
Yards & sidings	42	67	-	11·6	-	-	—	—	—	-	11·60	200
TOTAL	300	954	29·93	11·60	35	-	64 sets (3 Km)	0 (4·5 Km)	183·43	-	155·06	4142

Total cost of i) works costing more than Rs. one crore each = Rs. 41·42 crores.
ii) Casual renewals (including Pts & Crossings) = Rs. 12·00 "
iii) Works costing below Rs. one crore each = Rs. 16·00 "

GRAND TOTAL = Rs. 69·42 crores.

G. file (120)

Spare

No.91/CEDO/AXLE/1. 30-7-1991.

1. The General Manager(Engg.),
   Eastern Railway,
   Fairlie Place,
   Calcutta.

2. The General Manager,
   North Eastern Railway,
   Gorakhpur.

Sub: Axle load diagrams.

Ref: 1. E.Railway letter No.
W(8)/33/2/Vol.I dated 26.3.91.

2. N.E. Railway letter No.W/340/0/
AL/A/Pt.II/4-A dated 18/22-3-91.

.....

Please refer to this office letter of even number dated 13.3.91 on the above noted subject expedite submission of Axle load diagrams and the information in the prescribed proforma.

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

G/File
(124)

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

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

Dear Shri BABU,

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

.....

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

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

With regards,

Yours sincerely,

S/d

(S.M. SINGLA)

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

G. file

(122)

No.91/CEDO/Axle/1. 26-7-1991.
29

The General Manager,
N. N.F., S.C. & S.E. Railways

Sub: Axle load Diagrams

.....

Please refer to this office letter of even number dated 13.3.91 (copy enclosed) on the above noted subject. In terms of concluding lines of this letter, your railway was requested to acknowledge the receipt. The said acknowledgement has not so far been received in this office.

Ministry of Railways therefore desire that the acknowledgement of the letter dated 13.3.91 may please be sent immediately and also necessary arrangements made to send the reply at an early date.

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

Encl. : As above.

(123)

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 purposes.

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.

NOTE :-

1. Figuares in squares indicate the section speed W- for all wagons.
2. C - denotes sharpest curves.
3. G - denotes ruling gradients and the arrow denotes rising gradients.
4. Double line shown thus ═══

(124)

SOUTHERN RAILWAY

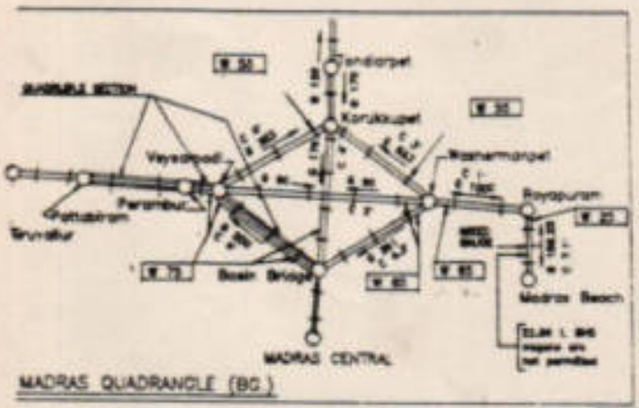
MAP SHOWING MAXIMUM PERMISSIBLE AXLE LOADS OF WAGONS

(BROAD GAUGE & NARROW GAUGE)

AS ON

Gauge		Description	Indication
Broad	⊕	22.86 Tonnes BHS wagons 20.32 Tonnes all wagons	
	Ⓐ	22.86 Tonnes BHS wagons 20.32 Tonnes all wagons	(electrified section)
	Ⓑ	20.32 Tonnes Bogie wagons 17.27 Tonnes Unit wagons	
	Ⓒ	17.27 Tonnes all wagons	
	Ⓟ	22.50 Tonnes BWZ wagons 20.32 Tonnes all wagons	
N.G.	Ⓔ	7.10 Tonnes all wagons	

⊕ all sections other than A,B,C,D & E



MADRAS QUADRANGLE (BG)

(125)

(12

NOTE :-

1. C - Denotes sharpest curves.
2. G - Denotes ruling gradient and the arrow denotes rising gradient.
3. Figures in squares indicate the section speed :—
   U - for unit wagons. B - for bogie wagons.
   W - for all wagons.

SOUTHERN RAILWAY

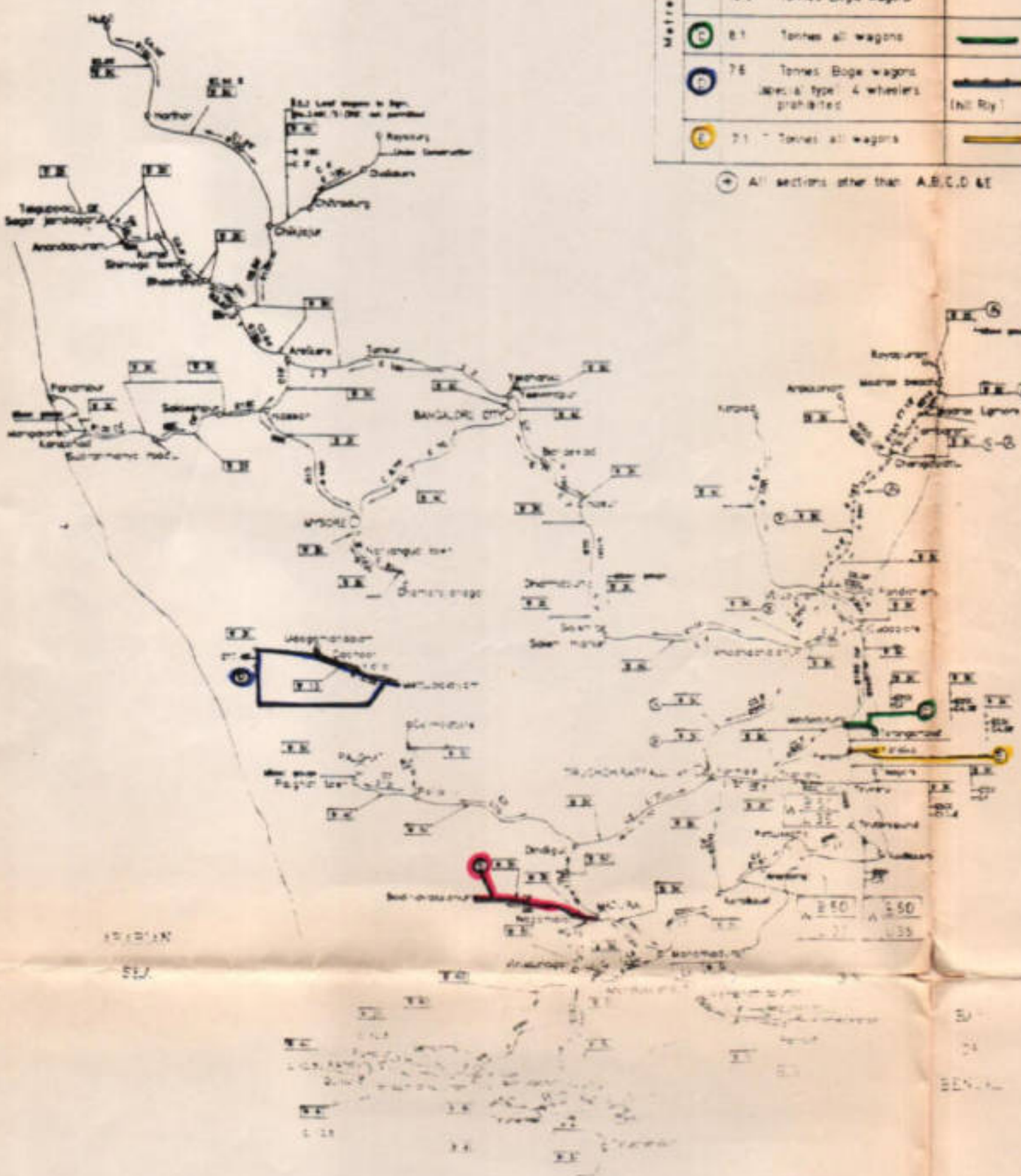
MAP SHOWING MAXIMUM PERMISSIBLE AXLE LOADS OF WAGONS

(METRE GAUGE)

AS ON

Metre Gauge		Description	Indication
	(A)	12.2 Tonnes all wagons	———
	(A)	12.2 Tonnes all wagons	---------- (electrified section)
	(B)	12.2 Tonnes well wagons 12.2 Tonnes Bogie wagons	———
	(C)	8.1 Tonnes all wagons	———
	(D)	7.6 Tonnes Bogie wagons (special type 4 wheelers prohibited)	——— (Hill Rly.)
	(E)	7.1 Tonnes all wagons	———

(A) All sections other than A,B,C,D & E



STATEMENT SHOWING THE [redacted] AS ON [redacted] RAILWAY

BG/MG/NG

SECTION	ROUTE LENGHT IN Kms.	WETHER ELECTRIFIED OR NONELECTRIFIED	AXLE LOAD OF WAGONS PERMITTED IN TONNES	SECTIONAL SPEED FOR WAGONS IN Kmph.	TYPE OF WAGONS RUN IN REFERENCE TO COL. 4	MAXIMUM AXLE LOAD OF WAGONS IF ANY PERMITTED OVER & ABOVE AXLE LOAD SHOWN IN COL. 4	SPEED RESTRICTION IN Kmph. WITH REFERENCE TO AXLE LOAD SHOWN IN COL. 7	TYPE OF WAGONS RUN IN REFERENCE TO COL. 7	RULING GRADIENT	SHARPEST CURVE (IN DEGREES)	REMARKS IF ANY
1	2	3	4	5	6	7	8	9	10	11	12

NOTE :- * DETAILS OF EACH GAUGE MAY BE SHOWN ON A SEPERATE SHEET.

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

G. File (127)

(17)

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

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

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

.....

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

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

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

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

Contd...2/-

(128)

No.91/CEDO/SR/12. New Delhi, dated 24 -7-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(2)/90-Vol.II dated 19.6.91.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.C-II(91)/87-340 dated 15.5.91.

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

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(129)

No.91/CEDO/SD/2.

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

26-7-91.

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

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

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

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

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

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

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

Board file
(130)

No.91/CEDO/Density Chart. रेल भवन, नई दिल्ली-110001 तिथि
Rail Bhavan, New Delhi-110001, dated 25-7-1991.

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

Sub: Density Chart.

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

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

DA : As above.

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

Spare (131)

No.91/CEDO/Density Chart. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 21-8-1990

The General Manager (All),
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.

(132)

RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1990-91

S.No.	SECTION	ROUTE KILOMETRAGE OF THE SECTION.	WHETHER THE SECTION IS SINGLE/DOUBLE/ TRIPLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 90 - 91	
					UP	DN.
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						

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

BG

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

MG

Q Routes.
R Routes.
S Routes.
T Routes.
U Routes.

NG

NG Routes.

(133)

G.F.6

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

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

My dear GUPTA,

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

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

.....

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

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

Yours sincerely,

(H.K.L. JAGGI)

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

(134)

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

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

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

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

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

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

Sd/-

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

(135)

G.File

No.91/CEDO/SR/1. 17.7.91.

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

Attention : Shri S.K. Tiwari, Dy.CE/TM.

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

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

.....

Please refer to this office letter of even number dated 7.1.91 (copy enclosed for ready reference) followed by reminder dated 16.4.91.

Ministry of Railways desire that Form-XI for Condonation of infringements to Universal on Track Tampers to M/s Plasser and Theurer's Drg.No. U 0036 may please be sent alongwith a photocopy of RDSO's Speed Certificate through CRS/CCRS to enable this office to consider the issue of sanction for running of Universal on Track Tamper on Malda Town - New Guwahati and Katihar - Kumedpur Sections.

This may be treated as immediate.

Agrawal

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

DA : As above.

(136)

No.91/CEDO/SM/1. 16-7-1991.

The General Manager,
CR, ER, NR, NER, NFR
SCR, SER, and WR,

Sub: System Maps

Ref: Your letter No.

.....

Please refer to this office letter of even number dated 21.3.91 copy enclosed for ready reference. Twenty copies of system maps and fifteen copies of time table maps correct as on 31.3.91 may please be supplied by the target date i.e. 31.7.91.

The receipt of this letter may please be acknowledged.

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

DA : As above.

GM. CR Letter No. G.445/WP-1/SM/III. dtt. 19.11.90 (S. No. 20)
GM.(Works) ER " " W.162/12 Vol-IV. dtt. 30th July 90 (S. No. 10)
GM.(Engg.) NR " " 104 W/13 Pt. XI Duplicate dtt. 5.12.90 (S. No. 22)
GM(Works) NE " " W/523/5 map/W-7. dtt. 14.12.90 (S. No. 23)
GM(Works) NF " " W/81/1/Pt-IX/W-7. dtt. 23.7.90 (S. No. 11)
GM(Works) SC " " W/344/A/2/X maps. dtt. 27.11.90 (S. No. 21)
GM(Engg.) SE " " DG/map/Pt. XX dtt. 10.9.90 (S. No. 14)
GM.(Works) WR " " W/162/30(W2) dtt. 31.7.90 (S. No. 12)

Issue file 31.3.91

S. No. 137

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

No.91/CEDO/SM/1. New Delhi, dated 21-3-1991.

The General Managers,
All Indian Railways.

Sub: System Maps.

.....

The Ministry of Railways desire that 20 copies of the System Maps of your Railway system (BG, MG and NG) corrected upto 31st March, 1991 may please be supplied to this office showing clearly the information as required under Board's letter No.85/WDO/SM/1 dated 7.5.1985. The Maps should also show the Divisional Jurisdiction in different colours. It may please be ensured that the information in respect of route kilometres and running track kilometres shown on the System Maps tallies with those shown in Statement No.8 being furnished by your Railway to the Secretary (Statistics), Railway Board for printing in Indian Railways Annual Book of Statistical Statements and in proforma 'D' of the Final Works Programme Vol.III, Track Renewal.

Fifteen copies of the Public Time Table Maps of your Railway (Ten Plain and Five showing Divisional Jurisdiction and State Boundaries in different colours) may be sent to this office not later than 31st July, 1991.

The receipt of this letter may please be acknowledged.

20.3.91

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

O/C

(138)

(रेल मंत्रालय)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No.[illegible] Rail Bhavan New Delhi-110001, dated 16-7-91. 19

The General Manager,
Chittaranjan Locomotive Works,
Chittaranjan

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

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

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

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

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

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

(139)

S No 4

Head Office :
CHITTARANJAN
Dist : Burdwan, Pin-713331
Telephone : As per Telegram
Telegram : ENGINESHALA
Telex : 208-281
Telex : 204-241

रेलवे इंजन कारखाना
CHITTARANJAN LOCOMOTIVE WORKS

Office of the Controller of Stores
HINDUSTHAN BUILDINGS
4, Chittaranjan Avenue, Cal-700072
Telephone : 274043-4(4 Lines)
Telegram : ENGINESHALA
Telex : 021-2831

Our Ref No. DL/MISC.
Dated: 23-3-'91.

03 APR 91

Chittaranjan.

CB DC
AM
3/4

Executive Director Civil Engineering(G),
Ministry of Railways (Railway Board),
Rail Bhavan,
New Delhi - 110 001.

(Attn: Shri S.M. Singla).

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

Ref:- Board's letter No. 90/CEDO/SD/3 dated 15-2-'91. — S No 26

Reference above, kindly send 16 copies of the B.G. & M.G. Schedule of dimensions to this office for official use in this organisation.

84
4/4/91

(B.N. Das)
Chief Mech.Engineer(Works),
For General Manager (Mech.),
C.L.W./Chittaranjan.

4/4

(140)

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

No.91/CEDO/ED/13.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan New Delhi-110001, dated 16-7-91.

The General Manager,
North Eastern Railway,
Gorakhpur.

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

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

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

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

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

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

(141)

No.W/544/Books/Track/7 Dated 2.4.1991.

The Executive Director/Civil Engr.(C).
Railway Board,
New Delhi.

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

Ref: Board's letter No.90/CEDO/SD/> dated 19.2.91.

The requirement of B.G. and M.G. Schedule of Dimensions books has been worked out and the same is as under:-

(a) The barest minimum requirement of B.G. Schedule of Dimensions is 300.

(b) The barest minimum requirement of M.G. Schedule of Dimensions is 600.

It is, therefore, requested that 300 B.G. Schedule of Dimensions and 600 M.G. Schedule of Dimensions books may please of supplied for the use of subordinates and officers of North Eastern Railway.

(J.P. Shukla)
for GENERAL MANAGER.

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

G/File (142)

No.90/CEDO/SR/28. Rail Bhavan, New Delhi-110001, dated 15-7-1991

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

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

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

.....

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

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

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

No.90/CEDO/SR/20. New Delhi, dated 15-7-1991.

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

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

G. File (143)

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

NO.91/CEDO/SR/2.

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

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

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

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

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

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

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

P.T.O.

(144)

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.17-T(1)/90 Vol.II dated 16-7-91.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.141/1339/BFKI dated 18-6-91. The sanction for running on the remaining sections may be issued by you direct as per concluding para of your letter.

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

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

G. File
(145)

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

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

My dear MONGA,

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

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

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

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

.....

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

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

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

With best wishes,

Yours sincerely,

(H.K.L. JAGGI)

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

G. Pbs

(146)

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

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

My dear RAVINDRA,

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

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

.....

As desired, please find enclosed a photo copy of this office letter No.73/WDO/SR/9/0 dated 8.7.80 for reference and use in your office. The date 8.7.90 quoted in your D.O. is a typographical error which may be corrected to read as 8.7.80.

With regards.

Yours sincerely,

SM/11/7

(S.M. SINGLA)

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

G. File (147)

No.90/CEDO/ORL/3. 11-7-91.

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

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

Please refer to this office letter of even number dated 6-7-90 (Copy enclosed). Since no reply has so far been received from your end inspite of reminders dated 21-8-90 and 16-11-90, it is requested that necessary reply may please be sent to this office without any further delay.

The Receipt of this letter may please be acknowledged.

Sd/-

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

(148)

No.90/CWDO/ORI/3. New Delhi, Dated 6-7-90.

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

Sub:- Opening of New Line between Bhadrachallam Road and Mamuguru stations on Secunderabad Division for Passenger traffic.

Ref:- Commissioner of Railway Safety's letter No.6/90/20 dated 18/22-5-90.

While going through the items marked with an asterisk under Para X and XI of CRS's Inspection Report regarding Level Crossings & Bridges, it is noticed that South Central Railway had not taken any action to remove the deficiencies in the quality of construction of bridges and inadequacies in Level Crossings although the above line was opened for goods traffic as early as 29-9-83.

Ministry of Railways desire to know as to why no action was taken by your railway to remove the deficiencies before offering this line for CRS's inspection for issue of authorisation of the same for opening to passenger traffic. Your detailed reply may please be sent urgently but not latter than 16-7-90.

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

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

G.File (149)/D

(16)

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

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

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

.....

In view of the position explained in your application No.CT/DG/LW/MBCN dated 4.4.1991 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of the following infringements involved in the design of 14t axle load 'MBCN' wagon to RDSO's Drg.No. WD-90068-S-00 (Alt.1) as detailed in Annexure-I accompanying your application referred to above.

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

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

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

Contd..2/-

(149)/(2)

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

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 011 with reference to his Endorsement No. RS.18-T(2)/90 dated 9.5.91.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

G.R.L

(150)

No.91/CEDO/ORI/9.

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan New Delhi-110001, dated 10-7-91.

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

Sir,

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

With reference to your Endorsement No.RS.10-T(15)/90 dated 16-5-91, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers with electric traction as per his letter No.50 dated November 90.

yours faithfully,

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

No.91/CEDO/ORI/9.

New Delhi, Dated 10-7-91.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Bheshadri Road, Gandhi Nagar, Bangalore - 560 009, with reference to his letter No.50 dated November,90.

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

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

(151)

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

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

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

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

.....

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

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

(152)

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

No.90/CEDC/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan New Delhi-110001 dated 9-7-91.

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

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

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.RS.18-T(6)/90-III dated 29-4-91.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.221/85 dated 12-4-91.

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

(153)

No.89/CEDO/ORI/8. 9-7-91.

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

Sub:- Opening of the New B.G.Line between Mianh - Badarwas (KM:17.91) on Bhopal Division of 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 30-7-1989.

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

Encl:- 2 Plans bearing No. PS/C/166 & PS/C/166/1.

No.89/CEDO/ORI/8. New Delhi, Dated 9-7-91.

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

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

(154)

S.M.SINGLA
Exec.Dire. Civil Engg:(G).

D.O.No.91/CRBO/CRI/10. New Delhi, Dated 8 -7-1991.

My dear Gupta,

Sub:- Opening of Down Line between Nasudan and Dharhara in Malda Division of Eastern Railway for the Public Carriage of Passengers.

It is seen from Commissioner of Railway Safety, Eastern Circle's report No.996/6/I/t/91 dated 9-1-91 (Copy enclosed) that the above section was offered to Commissioner of Railway Safety for inspection when out of 6 Kms. of track authorised for opening only 5 Kms.length was generally completed and the remaining section was substantially incomplete. The level crossing portion as well as the Permanent Way on Bridge No.55 on New Down Line was not linked. Signalling works at Nasudan and Dharhara stations were also incomplete. No speed test was done as part of the track was not linked. With all these shortcomings Commissioner of Railway Safety had authorised the opening of the line subject to fitness certificate being issued by Chief Engineer (Construction)II, Eastern Railway.

Under the circumstances, Ministry of Railways would like to know the reasons for offering an incomplete section to Commissioner of Railway Safety for inspection.

It is understood that this section has been opened to passenger traffic on 18-2-91. Your remarks on each para of the Commissioner of Railway Safety's report dated 9-1-91 may be sent per return.

With best wishes,

yours sincerely,

(S.M.SINGLA)

Shri.A.Sen Gupta,
Chief Engineer (R&C),
Eastern Railway,
Calcutta.

(155)

No.89/CEDO/SD/12. 5-7-91.

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

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of Overhead clearance at Khandwa NOB.

Ref:- Your letter No.RS.18-P(3)/90 dated 19-6-91.

Your office letter No.RS.18-P(3)/90 dated 6-9-1990 referred to in para 2 of your above quoted letter has not been received in this office. It appears that the same has been lost somewhere during transit.

It is therefore requested that a photocopy of the letter may please be sent to this office alongwith its enclosures.

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

(156)

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

No.91/CEDO/BS/1.

New Delhi, Dated 5-7-91.

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

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

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

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

The measures to be taken by the site staff to ensure safety of railway operations, when the water level exceeds the danger level (which may happen frequently), should be clearly spelt out.

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

No.91/CEDO/BS/1.

New Delhi, Dated 5 -7-91.

Copy forwarded for information to:-

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

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.221/1/95 dated 17-5-91.

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

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

G/File
(157)

(15)

रेल भवन, नई दिल्ली-110001, दिनांक
No.91/CEDO/SR/11. Rail Bhavan, New Delhi-110001, dated 3-7-1991. 19

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

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

.....

In view of the position explained in your application No.W.359/W/2/Vol.IV dated 5.3.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG-4 BG AC Electric Locomotives having an axle load of 22.3t to Sketch No.SKL.721 on the 16 BG Sections of your railway at a maximum speed shown against each section in the Joint Safety Certificate.

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

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

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

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS. 17-T(3)/90 dated 11.6.91.

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

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

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

(159)

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.

(160)

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.

Sub:- 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.

C.F.6 (19)

No.89/CEDO/SR11. 26.6.91

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

Sub: Running of bogie open rapid bottom discharge coal Hopper Wagon type 'BOBR' on Northern Railway.

Ref: Your Letter No.519-W/534 dated 12.6.91.

.....

As desired, please find enclosed a copy of this office letter No.89/CEDO/SR/11 dated 24.8.90 for reference and use in your office.

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

DA : As above.

S. File (162)

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)

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

Office.

G/File (63)

No.90/CEDO/SR/28. 29-5-1991.

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

(Attention : Shri V.M. Natu)

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

Ref: Your letter No.CT/LC/MG dated 16.4.91.

.....

It is learnt from your above quoted letter that a suitable letter addressed to Railway Board clarifying the points raised in Board's letter of even number dated 3.12.90 and 4.12.90 has been sent to Railway Board through CCRS/Lucknow. As the said letter has not so far been received in this office, it is requested that the matter may be persued with CCRS's office to ensure that the same is sent to this office at an early date.

An early reply is requested.

pl.sent

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

(164)

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

No.91/CEDO/ORI/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-5-91.19

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

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.

(165)

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 29-5-91. 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 Babimagar 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.

(166)

No.89/CEDO/CRI/8. 23-5-1991.

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 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.

Please refer to Endorsement No.2 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.

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

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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.

youre 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.

(168)

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

No.91/CEDO/ORI/4.

रेल भवन, नई दिल्ली-110001, दिनांक
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.

(169)

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

No.89/CEDO/ORI/8.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 23-5-1991.

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 cbpies 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.

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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.

G.F.G. (171)

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

रेल भवन, नई दिल्ली-110001, दिनांक
No.91/CEDO/SR/9. 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

.....

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/CDC 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/-

(172)

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-'I' 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.

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

G. File (173)

रेल भवन, नई दिल्ली-110001, दिनांक
No.90/CEDO/Density Charts Rail Bhavan, New Delhi-110001, dated 20-6-1991.

1. The General Manager,
Central Railway,
Bombay.

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

3. The General Manager,
Western Railway,
Bombay.

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.

TA : As above.

Issue fair 11.5.90

S MD.1

(174)

No.90/CED0/Density Chart. 11-5-1990.

The General Managers(Engg.),
All Indian Railways.

Sub: Density Chart.

oooooo

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

The Board, therefore, desire that the 'GKT' 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 observed that some of the Railways are indicating GKT figures in GTKM and not in 'GKT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the sections so sent is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the density in 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/GK-2/87-88 dated 25.10.1989.
2. Eastern Railway's letter No.E.352/1/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.I/44 dated 26.2.1990.
5. North Frontier Railway's letter No.E/555/0/3/V-64 dated 27.9.1989.
6. Southern Railway's letter No.E.26/1/3/88-89 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.70/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

(125)

RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1989-90.

S.No.	SECTION	ROUTE KILOMETRAGE OF THE SECTION:	WHETHER THE SECTION IS SINGLE/DOUBLE/ TRIPLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 89 - 90 UP	DN:
1.						
2.						
3.						
8.						
9.						
11.						
12.						
13.						
14.						
15.						

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

BG

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

MG

M_0 Routes
M_1 Routes
M_2 Routes
M_3 Routes
M_4 Routes.

NG

NG Routes.

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G. File

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

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

The General Managers (Engg.),
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.

(77)

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 90 - 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	Q 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.	

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

(178)

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, [illegible]
9-4-91.

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

(179)/0

No.91/CEDO/SR/10. 17-6-91.

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

Sub:- Movement of SAN Diesel Electric Slewing type rail crane Model EMK-300/2.

Ref:- Your letter No.SD.Project.116 dated 12/27-2-91.

M/s.SAN Engineering & Locomotive Company Limited, Bangalore have manufactured two numbers of Diesel Electric Slewing type rail crane Model EMK-300/2 for supply to M/s.TISCO/Jamshedpur and M/s.SAIL/Durgapur. These cranes without jib and match truck infringe the Standard Moving Dimensions of 1929 of BG Schedule of Dimensions (1973) as shown in Firm's Drawing No.SNSK - 2212. RDSO have therefore in terms of Clause 2.3.8 of their Speed Certificate asked ER, SR, SC and SE Railways to approach Railway Board for condonation of infringements before movement of these cranes. There are four railways which are involved in single movement of these cranes ex. Bangalore Satellite loading terminus to Tatanagar and Durgapur and each individual railway is required to apply for condonation of infringements to the Board before their movement as per above Clause of the Speed Certificate.

Ministry of Railways therefore desire that RDSO should apply to Secretary (Civil Engineering), Railway Board direct for condonation of infringements in the design of the above crane without jib and match truck with full justification through Chief Commissioner of Railway Safety Lucknow and suitably modify para 2.3.8 of their Speed Certificate after obtaining necessary sanction for condonation of infringements from the Board.

This may be treated as most immediate.

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

(179/2)

No.91/CEDO/SR/10. New Delhi, Dated 17-6-91.

Copy to:-

Shri.K.G.Belliappa, SAN Engineering & Locomotive Company Limited., Post Box No.4802, Whitefield Road, Bangalore - 560 048, with reference to his D.O.letter No.Nil dated 1-6-91 to Shri.Y.P.Anand, Member Engineering, Railway Board.

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

(180)

C/File

No.91/CKDO/SR/10.

13-6-91.

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

Sub:- Movement of SAN Diesel Electric Slewing type rail Crane Model EHK-300/2 from Whitefield to Renigunta via.MLPM bypass 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.

13/6

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

(181)

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.

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

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

D.O.No.88/CEDO/IPS/I. New Delhi, dated 11-6-1991.

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 sincerely,

(H.K.L. JAGGI)

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

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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 11-6-91. 19

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 seen 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 vehicles 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.

(184)

No.91/CEDO/SR/9. 10-6-91.

The Director General (Wagon),
RDSO.,
Lucknow-226011.

Sub:- Provisional speed certificate for 24 axle(BG) Spl.wagon (Modified) of M/s.Sea Hawk Cargo Carriers Pvt.Ltd., for transportation p of TG Stator (2 No.) weighing 315t (245t + 70t) KK.Calcutta Port to UPSEB Siding Shaktinagar/ Krishna Shila Annara.

Ref:- Your letter No.MW/CS/PHK/STPP-II dated 25-2-91.

Para-I of your above quoted speed certificate indicates the axle load of the 24 axle (BG) Beam type special wagon to Drg.No.WD-89082-S-01 in loaded with TG Stator alongwith carrier beam as 18.616t. Simultaneously, the axle load shown on the Drawing of the wagon itself is 19.033t. The two different figures may be reconciled and correction advised early.

This may be treated as immediate as the issue of sanction for running of this wagon is pending in this office for want of this clarification.

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

(185)

No.90/CEDO/SR/16. 10-6-91.

The Director General (Wagon),
RDSO.,
Lucknow - 226 011.

Sub:- Running of 24 axle (BG) Beam type special wagon of M/s.Sea Hawk Cargo Carriers Pvt.Ltd.,

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RDSO have issued the drawing for 24 axle threaded Beam type special BG Wagon loaded with Stator for M/s.Sea Hawk bearing No.WD-89082-S-01 Alt.Nil. Sanction for condonation of infringements of wagon to Drawing No.WD-89081-S-01 Alt.I in empty condition with Saddle and Traction bar arrangement to Clause 16, 17, 20(b) and 21(b) of Chapter IV(A) of B.G.Schedule of Dimensions (1973) has already been issued under this office letter of even number dated 3-8-90.

The wagon in loaded condition to Drawing No. WD-89082-S-01 Alt.Nil gets elongated in length and thereby causes infringements to Maximum Moving Dimensions of 1929 and Clause 16, 17, 20(b) and 21(b) of Chapter IV(A) of BG Schedule of Dimensions (1973) as indicated in the drawing itself. Whereas the infringements of consignment to Moving Dimensions of 1929 in loaded condition shall be taken care of by the Competent authority on the railway, RDSO should apply for condonation of infringements to Clause 16, 17, 20(b) and 21 (b) of Chapter IV(A) of BG Schedule of Dimensions (1973) through CORE/Lucknow to Secretary (Civil Engg: Railway Board. The Speed Certificate No.MW/CS/PRK/STPP-II dated 25-2-91 issued by RDSO may be modified accordingly after obtaining of the sanction of infringements.

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

(186)

No.91/CEDO/ORI/7. 10-6-91.

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of Up line between Kalyanpur Road and Bariarpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

As per para 13 of CRS's Inspection Report circulated under CRS's letter No.848/6/I/S/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 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 (C
Railway Board.

(187)

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

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 7-6-91. 19

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 Safety Lucknow, the sanction of Ministry of Railways is hereby communicated 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 in 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 Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020.

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

(188)

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.WESE/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.

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

G. File (189)

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 F.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.

(190)

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	Item No.8(ii)	4720	4590	1145	130
		STAIRCASE	Chapter-II.	4720	4590	3705	130

(191)

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

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.M. SINGLA)

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

(192)

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 1-5-1991.

No.91/CEDO/SD/5.

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-Somariya 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 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. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(193)

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.

194

(195)

G.F.G

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

D.O.No.88/CEDO/SR/27. New Delhi, dated 30-4-1991.

My dear PAL,

Sub: Running of 22t Axle Load HDM wagons on K.K. Line.

Ref: i) This office D.O.No.88/CEDO/SR/27 dated 6.12.90.

ii) This office D.O.No.88/CEDO/SR/27 dated 24.1.91.

.....

Adviser(Flg.) vide his D.O. quoted at reference i) above had requested you to examine and advise if it is possible to run 22t axle load HDM wagons on Kottavalasa-Vishakhapatnam Port Section and to Vishakhapatnam Steel Plant. In case it is found that it is not possible to run 22t HDM 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,

29/4

(S.N. SINGLA)

Shri RAJENDRA PAL,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

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

G. File (196)

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/-

(197)

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.

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

G.F.J. (198)

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

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

(12)

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/-

(199)

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.

G/File (200)

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

रेल भवन, नई दिल्ली-110001, दिनांक
No.89/CEDO/SR/15. Rail Bhavan, New Delhi-110001, dated 16-4-1991 19

(11)

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/-

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.

Spare (202)
G/File

No.91/CEDO/SR/1. 16.4.1991.

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

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

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

.....

Please refer to this officer letter of even number dated 7.1. 1991 (copy enclosed for ready reference) and expedite the reply.

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

DA : As above.

(203)

S.M.SINGLA
Exec.Dir.Civil Engg:(G)

D.O.No.70/WDO/ORI/RO/1. New Delhi, Dated 16-4-1991.

Dear Shri.Subramanian,

Sub:- Revision of Rules for opening of a Railway.

Kindly refer to the discussions we have had regarding revision of the Book titled 'Rules for opening of a Railway for Public Carriage of Passengers'. According to the recommendations of Parliamentary Committee on official language accepted by the Government of India, the work of Hindi translation and printing of all rule books is required to be completed by the end of 1991.

I shall be thankful if you could kindly advise me the present position of the revision of this book and the target date by which it is likely to be completed so that the position may be advised to Director (OL) Railway Board.

With regards,

Yours sincerely,

Sd/-

(S.M.SINGLA)

Shri.S.Subramanian,
Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

G/File (204)

No.93/CEDO/SR/19. New Delhi, dated 12-4-1991.

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

(10)

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.V. SINGLA)
Executive Director Civil Engineering (I),
Railway Board.

contd...

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.

G.F.6 (206)

No.66/WDO/SR/19. 12.4.1991.

The Chief Project Manager,
Railway Electrification,
Kota.

Sub: Schedule of Dimensions 1676 mm broad gauge - Adoption of new broad gauge profile to RDSO Sketch No.EDO/T-1043.

.....

Please refer to para - 2 of Chief Engineer Western Railways's letter No.W.591/21(W3) dated 10.5.90 copy enclosed for ready reference and expedite your reply.

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

DA : As above.

G.File

(207)

No.90/CEDO/SR/28 8.4.1991.

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.

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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 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(1) 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 Railwey's Drawing No.GM(E)BB/22191 and Sketch No. GM(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 15/80 and ES No.WPC 16/86.

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

No.91/CEDO/SD/7. New Delhi, Dated9/10-4-91.

Copy forwarded for information to:-

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

(205)

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

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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.SINGH) 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. [illegible] 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.

G/File (211)

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.

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

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No.91/CEDO/SD/6.

रेल भवन, नई दिल्ली-110001, दिनांक
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.

(213)

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.Schedule of Dimensions.	1 in 400 0.25%	1 in 100 1.0%	0.75 %

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

रेल भवन, नई दिल्ली-110001, दिनांक
No.91/CEDO/SR/4. Rail Bhavan, New Delhi-110001, dated 01-4-1991.

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.

(216)

The subject matter relating to permissible speed of 12 t axle load wagons on 50 lbs track was dealt with in 1962 in CEDO Branch on case No.62/WDO/SR/9. This case was a record 'B' proceeding and has therefore been destroyed in 1977. A photo copy of the relevant letter dated 20.4.62 is placed below at P/A. Subsequent to the issue of these instructions no further instructions have been issued from CEDO Branch.

The subject matter was inadvertently dealt with in CEDO in 1962. It actually relates to track i.e. CE-II branch. CE-II may therefore please take over the receipt placed below and advise Northern Railway if any latest instructions relating to permissible speed of 12 t axle load wagons on 50 lbs track have been issued from their end.

27/3/91 27.3.91

EDCE(G)

CE-II

Ref: Questionnaire placed below from M/s.Port and Transport Consulting Bremen GmbH addressed to Shri. Shanti Narain EDT(Mktg.).

....

The Questionnaire was discussed with EDT(Mktg) on 25-3-91. As desired RDSO Drg.No.CONTR-9004-S/1 and Drg.No.CONTR-9005-S/1 showing the placement of 14940 mm (49'-0") long x 2600 mm (8'-6") wide x 2900 mm (9'-6") high container on newly designed flat with reduced floor height, short dia.wheel and non-transition centre buffer couplers are enclosed. The infringements are clearly shown in Drg.No.CONTR-9005-S/1.

On the B.G.system of Indian Railways the normal axle load permitted is 20.32t. with loading density of 7.67 t/m.

EDCE(G)
26-3-91.

EDT(Mktg.)

Ref: Item No.821 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 vide 821 of the above quoted letter.

26/3/91

EDCE(G)

CE-II

Ref: Questionnaire placed below from M/s Port and Transport Consulting Bremen GMbH addressed to Shri Shanti Narain EDTC(Mktg).

.....

This Questionnaire is either for TC(M&S) or for RDSO to deal with. In my opinion this may be sent to Director General(Carriage) RDSO Lucknow for direct reply to the company under advice to this office.

EDCE(G)
25.3.91

EDTC(Mktg)

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G. File

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 CTE 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.

(221)

G.F.C.

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

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

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 emphasized 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.

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

222

No.91/CEDO/BR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-3-1991.

The General Managers(Bridges),
All Indian Railways.

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

*****

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

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

The receipt of this letter may please be acknowledged.

DA: one

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

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

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				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

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No.66/WDO/SR/19. 21-3-91.

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

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

Ref:- Your office letter No.W.444.M2/BR/VI dated 12-3-87.

Please refer to this office letter of even number dated 3-5-90, copy enclosed for ready reference. Since the reply is still awaited from your railway inspite of reminder dated 7-9-90 and 17-12-90, it is requested that the necessary reply may please be sent without any further delay at your end.

The Receipt of this letter may please be acknowledged.

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

225

No.66/WDO/SR/19. 21-3-1991.

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

Attention: Shri.K.U.Reddy, Dy.Chief Engineer(Br.), selection grade.

Sub:- Schedule of Dimensions 1676 mm Broad Gauge - Adoption of new Broad Gauge profile to RDSO Sketch No.EDO/T-1043.

Ref:- Your letter No.W.469/1/15 Vol.II dated 30-8-90.

Please refer to this office letter of even number dated 3-5-90 copy enclosed for ready reference and expedite reply.

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

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Some Ref
19/3/91

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 Dasarathpur to Jamalpur stations in Bhagalpur-Kiul Section of Sahibganj loop-Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No. CE/COM/W/1600/Pt.II/2 dated 25th February, 1991.

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

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

G/File
(227)

No.90/CEDO/SR/12.

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

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

(8)

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)

G/File
229

No.90/CEDO/SR/23.

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

(7)

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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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.

(231) 5/24

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

These 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.

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 independant 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 [illegible] N.Rly. G & SR Book 1983 i.e, by piloting such unit on OHE-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....

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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. Grad. 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 CPT/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....

(234) 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. Offici

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 station nominated for reception of the train.

II Unit - The rules & procedure of reception of train on blocked line as contained in GR & SR 5.09 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 issue 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 t 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....

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

— 8 —

Dy Chief Engineer/G 16-10-86
Northern Railway
Baroda House, New Delhi

***

MS/-

G F.6 (236)

No.91/CEDO/SR/4. 19 -3-1991.

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

Sub: Speed Certificate for Thyrister controlled MG AC EMU Motor Coaches.

Ref: Your letter No.MC/EMU/SPD/MG dated 17.4.1990.

.....

Please refer to para 3 of your above quoted letter and arrange to send a photo copy of Railway Board's letter No.65/WDO/SR/42 dated 2.7.1966 as the same is not readily traceable in this office.

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

S.No-155

(12)

तार : 'रेल मानक' लखनऊ
Telegram : 'RAILMANAK' LUCKNOW

टेलीफोन [50567 & 50017
Telephones (237)

BY AIR MAIL

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भारत सरकार–रेल मंत्रालय

अनुसंधान अभिकल्प और मानक संगठन

Government of India – Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION

लखनऊ-226011-दिनांक
LUCKNOW-226011 Date

पत्र संख्या
Our Reference No. MW/TSM/BOGIE/GP-121 Pt.VI

25-2-1991.

(INDIA)

M/s Sambre-et Meuse,
Division Ferroviaire et Armements Tour
Aurore, Cedex 5-92080
Paris La Defense
FRANCE

Dear Sirs,

Sub: Performance Evaluation of Modern Freight Bogies procured against World Bank Tender No. GP-121.

During oscillation trials the following parameters were found to be in the limiting range and require to be improved upon:-

.1	Derailment Coefficient	(Empty)
.2	Vertical Acceleration	(Empty)
.3	Lateral Acceleration	(Empty)
.4	On Loading	(Loaded)
.5	Off Loading	(Empty)
.6	Angle of Attack	
.7	Bogie Rotational Resistance	

2. The service trials conducted so far have brought out the following unsatisfactory features where improvements are called for:

.1 Top Pivot Breakage
.2 Excessive wear on side bearer non-metallic liners

3. One copy of the oscillation trial report, values for angle of attack and bogie rotation resistance of your design are enclosed as Annexure.

4. It is desired that based on the above information furnished you may like to analyse your design and suggest/ modify two out of 19 such bogies supplied by you in India so that oscillation trials can be carried out to determine the effect of these suggested improvements. The time-frame fixed for carrying out these improvements is 8 - 10 weeks.

....2

5. If any information on track parameters is required you should depute your designers to RDSO for the same so that he can go through the track recordings as it is just possible that the information may not be in the form as your designer might like to be.

Thanking you,

Encl: As above.

Yours faithfully,

(P.K. Agrawal)
for Director General/Wagon.

Copy to:

1. The Secretary (Mech.), Railway Board, New Delhi in reference to his letter No. 87/M(N)/204/4 dt. 6-2-1991.

2. M/s Titagarh Steel Limited., 113-Park Street, Calcutta-700016.

Encl: Nil.

(P.K. Agrawal)
for Director General/Wagon.

239

S.No. 150

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 87/M(N)/204/4 New Delhi, dt.: 6-2-1991

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

Sub: Performance evaluation of Modern Freight Bogies procured against World Bank Tender No.GP-121.

S.No 149

Ref: Your letter No.MW/TEN/BOGIE/GP-121 dated 30-11-1990.

. . . .

The Performance evaluation of Report in respect of nine freight bogies procured against World Bank Tender No.GP-121 has been considered. It is desired that the details of the improvements required to be made may be discussed with each of the following 3 bogie suppliers and the suppliers may be requested to carry out the improvements in a period of 8 to 10 weeks.

1. Sambre - et - meuse
2. Amsted AR - I
3. Barber Radial

The oscillation trials should be completed thereafter by RDSO in another 10 to 12 weeks. Action may please be taken accordingly and the receipt of the letter acknowledged.

Pl. issue
ok
5/2

(A.K. Verma)
Joint Director Mech.Engg.,
Railway Board.

S.NO 149.

तार : रेल मानक लखनऊ
Telegrams : 'RAILMANAK' LUCKNOW

टेलीफोन] 50567 & 50017
Telephones
240

भारत सरकार – रेल मंत्रालय

अनुसंधान अभिकल्प और मानक संगठन

Government of India — Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION

पत्र संख्या
Our Reference No.MW/TSN/BOGIE/GP-121

लखनऊ-226 011-दिनांक
LUCKNOW-226 011-Dated 30-11-1990

The Secretary(Mech.),
Railway Board,
New Delhi.

(Atten: Sri R.K. Shukla, EDME(RS))

Sub: Performance evaluation of Modern Freight Bogies procured against World Bank Tender No.GP-121.

Ref: Board's letter No.87/M(N)/204/4 dated 17.10.1990.

....

Please find enclosed evaluation report of the nine freight bogies procured against World Bank Tender No.GP-121.

2. Oscillation trial report of Casnub 22W(M) bogie using the latest instrumentation procured for evaluating the moder freight bogie as desired by Board would be sent by end of December, 1990.

encl: Evaluation Report.

(A. Mithal)
Director Standards(Wagon)
for Director General.

Copy to : Adviser (Mech.), Railway Board, New Delhi.

4483 6/12

encl: Evaluation Report.

(A. Mithal)
Director Standards(Wagon)
for Director General

M(N)

M19/1 241

EVALUATION OF FREIGHT BOGIES BY INDIAN RAILWAYS

INTRODUCTION

Indian Railways decided to update the fleet of Broad Gauge(track gauge 1676 mm) freight bogies in 1985 and were looking for a suitable design of wagon bogie with the following aspects in view :-

i) Reliability in operation.
ii) Speed potential of 120 kmph on straight track on high speed routes.
iii) Low dynamic loads on track.
iv) Easy and economical to maintain.
v) Low Wheel wear.

Detailed Specification No.WD--06-BOGIE-85 for procurement of bogies with provision of technology transfer for subsequent manufacture in India was prepared and Global Tender No.GP-121 was floated in 1985.

Against the Global Tender 25 offers from 21 companies were received. A Technical Committee consisting of officers from RDSO and Railway Board was instituted for making a technical evaluation of offers.Out of the 25 offers received, 9 offers did not merit consideration of the Committee.

16 offers were graded into following 5 broad categories:-

1. Design similar to Y-25 bogie of SNCF.
2. Design similar to DB-665 Bogie of German Federal Railways.
3. 3-piece bogie with secondary suspension.
4. Dual suspension.
5. Rubber suspension.

After going into the technical details the Technical Committee recommended the following designs for initial procurement :

	Design.	Manufacturer.	
i.	Similar to Y-25 Bogie of SNCF.	Sambre-et--Meuse,	France.
ii.	Similar to DB-665 Bogie of German Federal Railways.	Wagon Union,	West Germany.
iii.	3 piece Bogie with Secondary Suspension.	Barber Radial, or Amsted AR-I,	USA USA

(Note - Both bogies have radial arrangement).

iv.	Dual Suspension	Bradken,	Australia
v.	Rubber Suspension	Talbot,	West Germany.

Finally, the following 9 designs of bogies were procured against Board's Order No.87/RSF/956/GP-121 to Particular Specification No.WD-06-Bogie-85 issued in October,1985:-

	Design.	Manufacturer.	
i)	Similar to Y-25 Bogie of SNCF.	Sambre-et--Meuse,	France.
ii)	Similar to DB-665 Bogie of German Federal Railways.	Wagon Union,	West Germany.
		Linke Hofmann Busch,	West Germany.
iii)	3 piece bogie with Secondary Suspension	Barber Radial,	USA.
		or	
		Amsted AR-I,	USA.
	(Note - Both bogies have radial arrangement.)		
		Canam Barber,	USA
		Wegmann,	West Germany.
iv)	Dual Suspension	Bradken,	Australia.
v)	Rubber Suspension	Talbot,	West Germany.

19 bogies of each type were procured. Of these 11 bogies were supplied with 920mm wheel diameter and 8 bogies with 1000mm wheel diameter. 18 bogies were fitted under BOXN wagons making a total of 9 wagons fitted with each design of bogie. The 19th bogie was meant for fatigue testing in RDSO Laboratory.

Details of Tests Planned

.1 As per Specification No.WD-06-BOGIE-85 dynamic tests were required to be conducted by Indian Railways at the Rail Dynamics Laboratory at AAR/Pueblo for the purposes of'Short Listing' of the bogies for Field Service Trials. The following aspects of rail wheel dynamics were to be studied:-

a) Dynamic wheel load variation of rail wheel contact surface.
b) Riding behaviour of both lateral and vertical
c) Hunting stability.
d) Lateral force between rail and wheel.
e) Curving ability.
f) Vehicle response to various simulated track geometry conditions as obtainable on Indian Railways.

.2 The following tests and trials were also required to be conducted:-

i) Oscillation trials for purpose of speed certification before commencement of service trials.

ii) Fatigue testing of bogies.

iii) Field service trials under BOXN wagon body.

.3 As heavy expenditure was required to be incurred for conducting test in vehicle dynamic simulated rigs,the Railway Board decided that Indian Railways should import the instrumentation from AAR/Pueblo and up grade its oscillation testing facilities in India. In light of this the test detailed in Para .1 above proposed to be carried out at AAR/Pueblo for the purpose of ' Short Listing' of bogies was dispensed with.

.4 Oscillation trials could not be carried out first due to delay in receipt of instrumentation from AAR/Pueblo. Therefore, service trials had to be conducted at a speed of 65 kmph only. Trials commenced in May'88 on KK line of S.E. Railway and Madras-Hospet section of S.C.Railway. Evaluation is based on two years of service trials.

Concurrent with the field trials, fatigue testing of the bogies was conducted at RDSO/Lucknow. Oscillation trials could only commence from January, 1990.

Criteria for Selection of Bogie

The criteria for acceptance of bogie as stipulated in Particular Specification No.WD-06-Bogie-85 was to be based on :-

i) Speed potential of the Bogie.
ii) Stability of the Bogie.
iii) Performance of the bogie under stress and fatigue testing.
iv) Reliability of performance in operation as judged by out of course attention required.
v) Techno-economic appraisal of the bogie including its maintainability and periodicity of maintenance.
vi) Transfer of technology terms both on one time or continual basis. (This is beyond the scope of RDSO and is, therefore, not included for technical evaluaion.)

The above mentioned acceptance criteria have been divided into various performance indices and a detailed chart giving evaluation parameters and the marking system was prepared and sent to Board which has been approved vide Board's letter No.87/M(N)204/4 dated 16.10.1989 (copy enclosed) as Annexure-I.

Discussion of Results of Oscillation Trials

The criteria for assessment of speed potential of freight stock as circulated in the specification WD-06-Bogie-85 is given in the Annexure-II. This criteria has been modified by the Criteria Committee in 1987 only with regard to lateral force as determined by Prudhomme's limit instead of the earlier Blondel's limit which means in affect means limit of acceptance of lateral force being about 35% lower now than what it was earlier.The present criteria for assessment of speed potential of freight stock is given as Annexure-III.

Indian Railways are looking for speed potential of 120 kmph on straight track. The track geometry mentioned in the tender documents mentions two routes i.e. High Speed Route and Main Line. Therefore, it was decided, that as a pre-condition for further performance evaluation these bogies must pass our existing acceptance criteria upto a test speed of 110 kmph on Main Line and then to conduct oscillation trials on high speed routes at 132 kmph only for the final short listed bogies. Therefore, the bogies which have failed to meet the pre-condition of speed potential of 110 kmph on Main Line during oscillation trials within the frame work of assessment parameters fixed by the criteria committee have been declared as failed.The following bogies could not meet the above speed potential.

i) Bradken
ii) Wagon Union
iii) Linke Hoffman Busch
iv) Wegmann
v) Canam Barber
vi) Talbot.

In these cases the Oscillation trials had to be discontinued at speeds lower than the speed potential being looked for. The reasons for failure are given in Annexure-IV.

The following bogies have shown a speed potential of 110 kmph test speed during oscillation trial on Main Line.

i) Sambre-et-Meuse
ii) Amsted AR-I.

However, these bogies have met the assessment criteria in the limiting range and,therefore,further improvements are required to be made in design of these bogies to reduce the values of various parameters which are discussed in detail in Annexure-V.

The Barber Radial bogie has shown a speed potential of 110 kmph and though it has failed as per the existing criteria invogue(only as far as the lateral force is concerned) but meets the requirements of the criteria specified in the Schedule of Technical Requirements. The bogie would require to

be improved upon for lateral force as Indian Railways now accept a much lower lateral force (almost 35% less) than what was stipulated when the bogie specification was issued. This specific parameter in addition to the details mentioned in the Annexure-V have to be improved upon before this bogie can be accepted.

Patigue Testing

All the 9 bogies have passed the fatigue tests. The maximum stress values for the following three bogies is well below the endurance limit for the material as given in Annexure-VI :

i) Sambre-et-Meuse
ii) Amsted AR-I
iii) Barber Radial.

Service Trials

During service trials the following parameters have been monitored:-

i) Wheel wear
ii) Periodicity of Maintenance(ROH)
iii) Ease of maintenance.
iv) Out of course detachment.

The service performance of each of the following bogies in respect to parameters mentioned above is discussed below:-

Wheel Wear - The trend of wheel wear of Sambre-et-Meuse, Amsted AR-I and Barber Radial bogies are more or less similar as can be seen from the flange wear graph. It is pointed out that in a radial bogie the wheel wear was expected to be less but comparison of Amsted AR-I and Barber Radial Bogies (which are Radial Bogie) with Sambre-et-Meuse bogie indicates that there is hardly any gain in terms of reduced wheel wear.

The wheel wear on 1000 mm dia wheel and 920 mm dia wheel has not been commented upon specifically as no pattern has emerged, as can be seen from the flange wear graphs.

Periodicity of Maintenance - Based on rate of wear noticed so far in two years service trial, it may not be necessary to undertake scheduled maintenance (ROH) for a period two years on all the three bogies. It is also clarified that there appears to be scope of further improvements in the design of items like side bearer, pivot and wedge so as to reduce the wear and thereby enhancing the ROH period.

Ease of Maintenance - Indian Railways are now quite familiar with the 3-piece secondary suspension bogies and therefore maintenance of Amsted AR-I and Barber Radial bogies will be in no way different except for the radial arrangement. For radial

bogies the Open Line Staff may face some problem in inspection of radial steering assembly,. particularly in case of Amsted Bogie where steering assembly will have to be completely disassembled for inspection of pin and bushing interfaces.

Sambre-et-Meuse bogie is with primary suspension arrangement and although its suspension is different from BOX bogie its maintenance is not likely to pose any serious problem.

Out of Course Detachment - Few cases of out of course detachments have occured on Amsted AR-I, Sambre-et-Meuse and Barber Radial bogies for various reasons. Signif'cant among them are as under:

	Bogie.	Cause of Detachment.
i)	Amsted AR-I	Brake Beam Breakage Top Pivot Casting Bolt Loose.
ii)	Sambre-et-Meuse	Top Pivot Breakage.
iii)	Barber Radial	Top Pivot Bolt Loosening.

In case of Amsted AR-I the firm has accepted weakness in the design of the brake beam. The experience of Indian Railways on flat pivots on the present supply of Modern Freight Bogies has not been good, therefore, if the Amsted AR-I design is accepted the designers will have to provide UIC type pivot.

Marking

The marking system for evaluating the various parameters was devised as it was felt that most of the bogies if not all would meet the criteria for speed potential as they are proven bogies and the only way to do comparative technical evaluation could be on the basis of marks obtained by each of the 9 bogies. In view of the dismal performance by most of the bogies and even those which have met the speed potential need further improvement before they meet the desired values for various parameters,it is felt marking at this stage will serve no useful purpose.

Conclusions

The following bogies have shown a speed potential of 110 kmph test speed.

i) Sambre-et-Meuse
ii) Amsted AR-I

However, these bogies have met the assessment criteria in the limiting range and, therefore, before these bogies can be accepted improvements are required to be made in design to reduce the values of various parameters as given in Annexure-V.

The Barber Radial Bogie has shown a speed potential of 110 kmph and though it has failed as per the existing criteria in vogue (only as far as the lateral force is concerned) but meets the requirements of the criteria specified in the Schedule of kTechnical Requirements. Therefore, Barber Radial Bogie can be accepted if their designers can improve the lateral force to meet the existing criteria as per the Prudhomme's limit alongwith other specific parameters mentioned in Annexure-V.

Recommendation

In case it is decided to go ahead for selecting a future standard freight bogie, extended trials have to be conducted for which the following three bogies have shown potential:

i) Sambre-et-Meuse, France (similar to Y25 for SNCF).

ii) Amsted ARI, USA) 3piece secondary suspension
iii) Barber Radial, USA) bogie wirh radial arrangement.

****

ANNEXURE-I

(248)

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

No.87/M(W)204/4 — Rail Bhavan, New Delhi 110001, dated — 1989

The Director General (Wagon),
RDSO/Lucknow.

Sub: Trials on different types of freight bogies.

Ref: Shri A.Mithal, DS(W)'s DO letter No.M/WE/BOGIE/GP-121 dated 18.7.1989.

Board (M.M.) have approved the scheme of marking against various evaluation parameters sent vide your letter mentioned above with certain modifications and observations. A photo copy of the list of evaluation parameters with the marking system, as approved, is sent herewith. Board have made the following observations :-

- Whereas these parameters will by and large cover the major technical issues that are amenable to a system of assigning marks, they cannot encompass every possible angle which is to be considered before a final choice is made. There will be issues like easy and quick manufacturability by the industry, influence of tare weight on carrying capacity and issues connected with technology transfer etc. Whereas the evaluation parameters listed will enable a fairly comprehensive evaluation, final choice will have to be made by the Board from amongst one or more bogies showing better performance in these trials, based on all such considerations which may be relevant at the time of taking a decision."

(A.K. Mithal)
Executive Director Mech.Engg.
Railway Board.

To the above.

EVALUATION PARAMETERS

Sr. No.	Performance Index	Weightage Marks.	System of Marking	Remarks
1.	Lateral Force (Loaded)	5	Upto 4.5t More than 4.5t & upto 5.5t More than 5.5t to less than 6.6t	5 4 3
2.	Angle of attack on a 2° curve	5	Upto 1.0 milli radians More than 1.0 milli rad. & upto 1.5 milli radians More than 1.5 milli radians	5 3 1
3.	Derailment coefficient (Empty)	4	Upto 0.6 More than 0.6 & upto 0.8 More than 0.8	4 3 2
4.	Vertical acceleration (Empty)	4	Upto 0.5 g More than 0.5 g & upto 0.65 g More than 0.65 g	4 2 1
5.	Lateral Acceleration (Empty)	4	Upto 0.5g More than 0.5g & upto 0.65g More than 0.65g	4 2 1
6.	Off Loading (Empty)	3	Upto 50% More than 50% & upto 75% More than 75%	3 2 0.5
7.	On Loading (Loaded)	3	Less than 30% & upto 40% More than 30% & upto 50% Above 50%	3 2 0.5
8.	Bogie Rotational Resistance	2	0.03° to 0.08° Less than 0.03° more than 0.08°	2 0.5

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..... 2

Performance Index	Weightage Marks	System of Marking		Remarks
Fatigue Testing				
Maximum Stress	5	Upto 65% of acceptable limit	5	The bogie may be upgraded from 20.5t to 22.9t.
		Above 65% & upto 75% of acceptable limit	4	
		Above 75% of acceptable limit	1	
Tare Weight	5	Lightest	5	
		Heaviest	0	
		Others in between		
Wheel Wear				
Life between Reprofiling based on Flange Wear.	15	More than 6 lakh km	15	Railway Experience is that wheels are turned for flange defect.
		Between 6 - 4½ lakh km	10	
		Below 4½ - 3 lakh km	5	
		Below 3 lakh km	0	
Attention for any Wheel Defect	5	Lowest Attention	5	
		Highest Attention	0	
		Others graded in between		
Scheduled Maintenance				
Periodicity of Maintenance (ROH)	15	No ROH	15	Determined by wear on centre pivot, wheels, bogie liners, side bearer & roller bearings.
		1 ROH	12	
		2 ROHs	8	
		3 ROHs	4	

Land attention to

... 3

250

S. No.	Performance Index	Weightage Marks	System of Marking		Remarks
12.	Ease of Maintenance	15	Points will be suitably awarded.		Based on no. of wear parts, accessibility, buffer height adjustment for wear parts, ease in changing spring, pin etc.
13.	Out of course Detachment				
a)	No. of detachments	5	Lowest Highest Others graded in between	5 0	All detachments to be given attention to check.
b)	Total Man hrs. in sickling/ yard + cost of materials.	5	Lowest Highest Others graded in between.	5 0	

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ANNEXURE - II

Assessment of Speed Potential of Freight Stock on Indian Railways through Oscillation Trials.

1. A lateral force lasting more than 2 metres should not exceed 40 percent of the axle load plus 2 tons.

2. Isolated peak values exceeding the above limit are permissible provided the record shows a stabilising characteristics of the wagon subsequent to the disturbances.

3. A simultaneous assessment of the lateral force exerted by the adjacent axles at point where a high lateral force is exerted by a particular axle.

4. A derailment coefficient should be worked out in the form of ratio between the lateral force (Hy) and the wheel load (a) continuously over a period of 1/20th second, the value Hy/Q shall not exceed 1.

5. A general indication of stable running characteristics of the wagons as evidenced by the movements of the bogie on straight and curved track and by the acceleration readings and instantaneous wheel load variations/spring deflections.

6. In the case of such wagons where assessment of forces is not possible, evaluation shall be in terms of Ride Index which shall not be greater than 4.5, a limit of 4.25 is preferred.

ANNEXURE-III

Criteria For Assessment

Criteria as laid down for wagons in the Second Report of the Standing Committee for evolving criteria, is applied for the assessment of the riding stability characteristics of the BOXN Wagon fitted with Modern Freight Bogies. The criteria is reproduced below:-

1. A lateral force lasting more than 2 meters should not exceed the Prud Homme's limit. The Prud Homme's limit is a limit of force at the Axle Box Level. In these trials the measurement of the forces was done at the Rail/Wheel level. With the lateral forces generated by the Unsprung Wheel set masses the force at the Rail/Wheel level will be higher than that at the Axle Box level. Prud Homme's limit for this test vehicle is 2.54 tonnes in Empty Condition.

2. Isolated peaks exceeding the above limit are permissible provided the records show a stabilising characteristics subsequent to the disturbances.

3. A simultaneous assessment of the lateral forces, exerted by the adjacent Axles at point where a high lateral force is exerted by a particular axle.

4. A derailment Coefficient should be worked out in the form of ratio between the lateral force and the wheel load,continuously over a period of 1/20th second, this value of the derailment coefficient should not exceed 1.

5. A general indication of stable running characteristics of the wagon as evidenced by the movement of the bogie on straight and curved track, and acceleration readings and wheel load variations.

6. In case of such wagons, where measurement of forces is not possible, evaluation shall be made in terms of Ride Index which shall not be greater than 4.50 a value of 4.25 is preferred.

ANNEXURE-IV

OSCILLATION TRIAL RESULT

Type of Bogie.	Speed upto which Tests conducted (kmph).	Reasons for Failure in Oscillation Trials.
1. Bradken	105 in Empty	Poor Riding & Stability, condition High OffLoading, Maximum Derailment, Coefficient recorded 1.5 in Empty. Further tests discontinued.
2. Wagon Union	105 in Empty & Loaded Condition	Poor Stability beyond 96 kmph, Maximum Derailment Coefficient recorded 1.68 in empty.
3. Linke-Hofmann-Busch	110 in Empty & Loaded condition	Poor Stability, High Ride Index, Derailment Coefficient 1.14 in empty. Bogie fit upto 90 kmph.
4. Wegmann	100 in Empty condition	Poor Riding and Stability, Derailment Coefficient 1.2 in empty. Further tests disconditnued.
5. Canam Barber	100 in Empty & Loaded condition	Poor Riding and Stability, Derailment Coefficient greater than 2.0 empty. Further tests discontinued.
6. Talbot	100 in Empty condition	Poor Riding and Stability, Derailment Coefficient 2.84 in empty. Further tests discontinued.

ANNEXURE-V

PARAMETERS TO BE IMPROVED FOR SUSPENSION

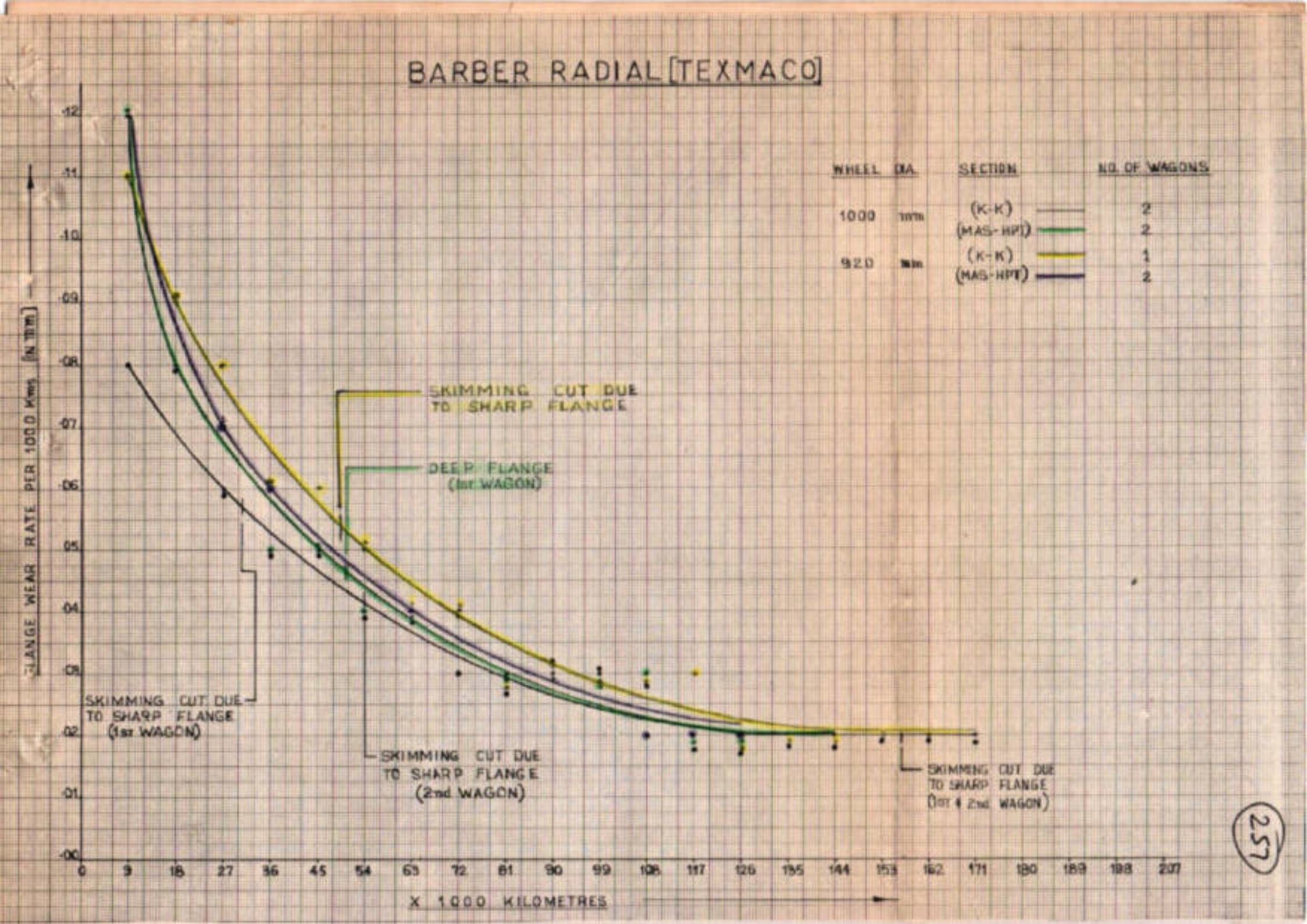
Type of Bogie.	Improvements Required.	
1. Sambre-et-Meuse	Derailment Coefficient	(Empty)
	Vertical Acceleration	(Empty)
	Lateral Acceleration	(Empty)
	On Loading	(Loaded)
	Off Loading	(Empty)
	Angle of Attack	
	Bogie Rotational Resistance	
2. Amsted AR-I	Derailment Coefficient	(Empty)
	Vertical Acceleration	(Empty)
	Off Loading	(Empty)
	Angle of Attack	
	Bogie Rotational Resistance	
3. Barber Radial	Vertrical Acceleration	(Empty)
	Lateral Acceleration	(Empty)
	On Loading	(Loaded)
	Off Loading	(Empty)
	Angle of Attack	
	Bogie Rctational Resistance	

ANNEXURE-VI

FATIGUE TEST RESULTS

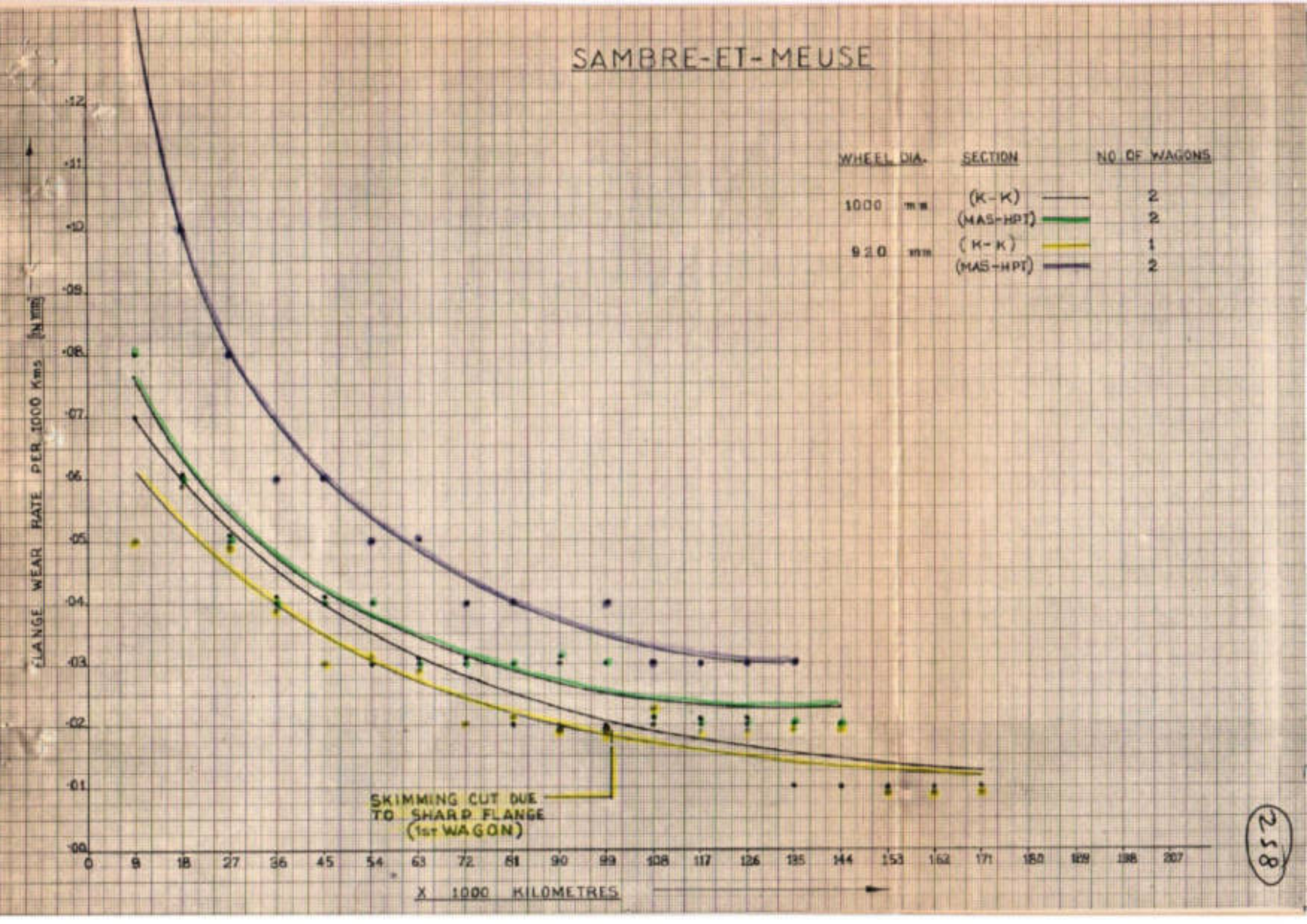
Type of Bogie.	UTS (Kg/mm^2)	Endurance Limit. (Kg/mm^2).	Maximum Stress during Fatigue Tests. (Kg/mm^2).
1. Sambre-et-Meuse	42.8	14.12	9.67
2. Amsted AR-I	50.00	16.5	10.00
3. Barber Radial	55.08	18.00	6.67

BARBER RADIAL [TEXMACO]

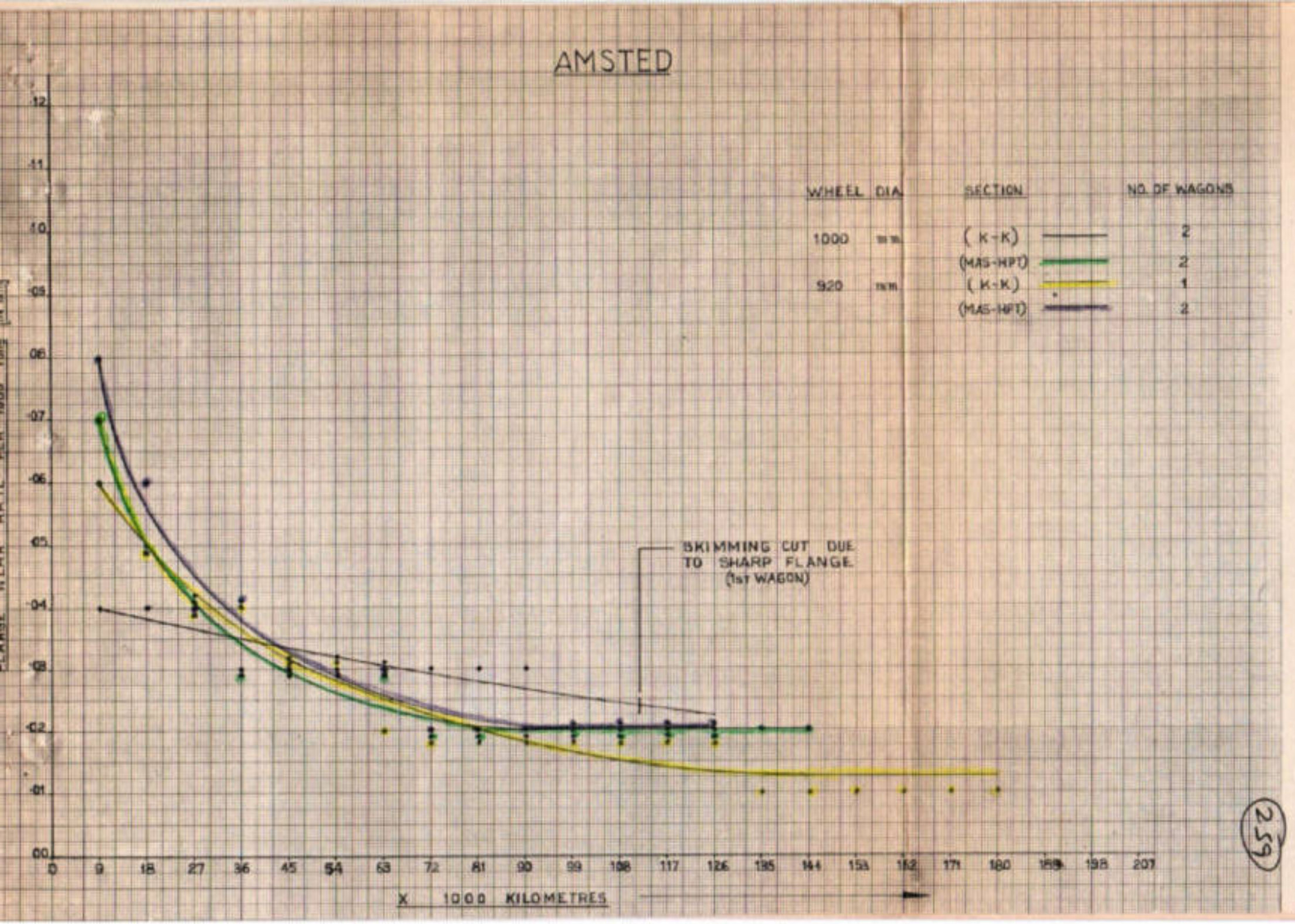


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SAMBRE-ET-MEUSE



AMSTED


WHEEL DIA.
SECTION
NO. OF WAGONS
1000 m/m
920 m/m
(K-K)
(MAS-HPT)
(K-K)
(MAS-HPT)
2
2
1
2
SKIMMING CUT DUE TO SHARP FLANGE (1st WAGON)
FLANGE WEAR RATE PER 1000 KMS
X 1000 KILOMETRES
0 9 18 27 36 45 54 63 72 81 90 99 108 117 126 135 144 153 162 171 180 189 198 207
00 01 02 03 04 05 06 07 08 09 10 11 12

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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 15-3-1991.

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.

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.

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%

G. File (262)

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 purposes.

The receipt of this letter may please be acknowledged.

(S.M.SINGLA) 4/3/91
Executive Director Civil Engineering(G),
Railway Board.

DA: As above.

NOTE :-

1. Figures in squares indicate the section speed W- for all wagons.
2. C - denotes sharpest curves.
3. G - denotes ruling gradients and the arrow denotes rising gradients.
4. Double line shown thus ....

SOUTHERN RAILWAY

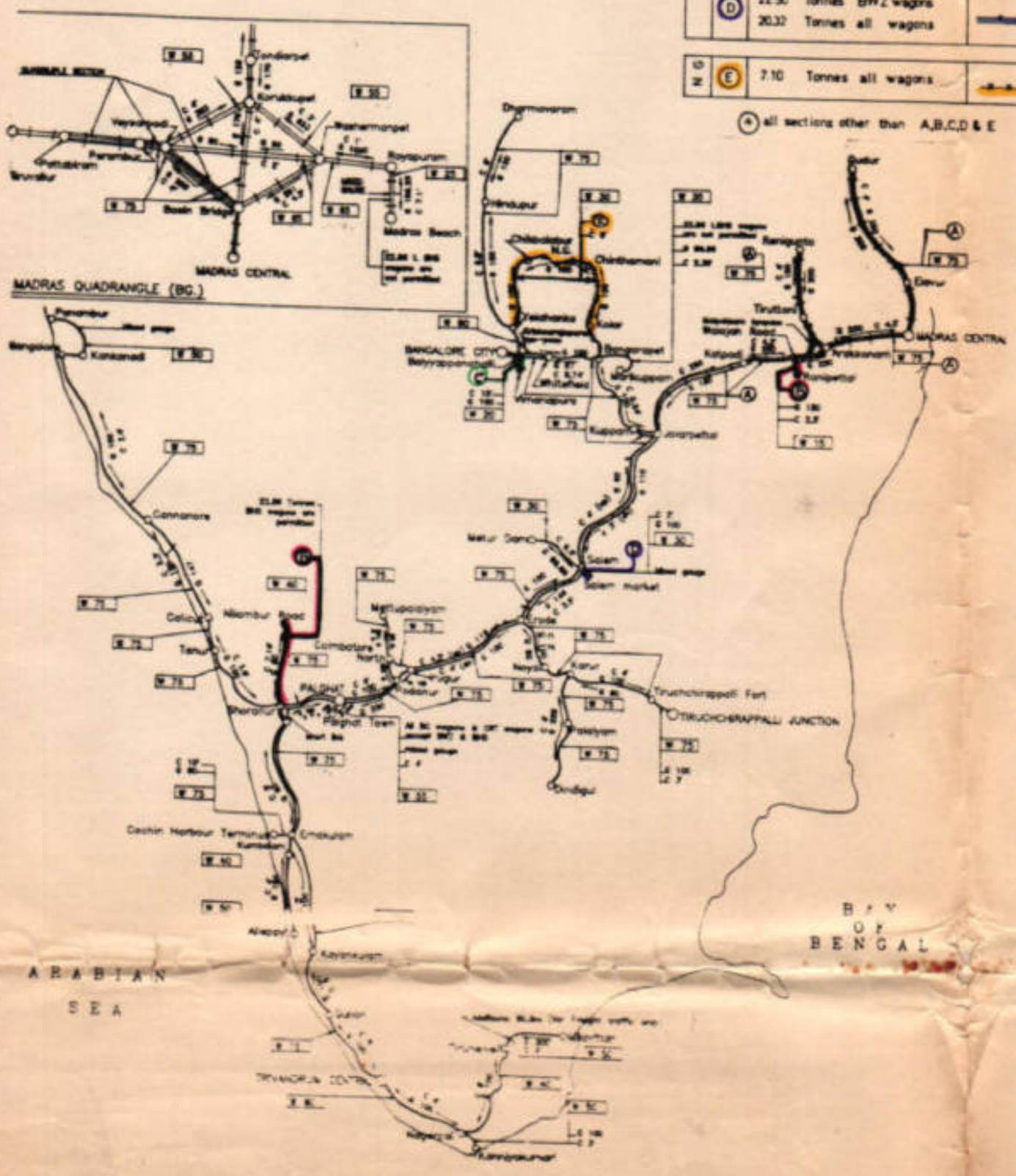
MAP SHOWING MAXIMUM PERMISSIBLE AXLE LOADS OF WAGONS

(BROAD GAUGE & NARROW GAUGE)

AS ON

		Description	Indication
Broad Gauge	⊕	22.86 Tonnes BHS wagons 20.32 Tonnes all wagons	
	Ⓐ	22.86 Tonnes BHS wagons 20.32 Tonnes all wagons	(electrified section)
	Ⓑ	20.32 Tonnes Bogie wagons 17.27 Tonnes Unit wagons	
	Ⓒ	17.27 Tonnes all wagons	
	Ⓓ	22.50 Tonnes BWZ wagons 20.32 Tonnes all wagons	
N G	Ⓔ	7.10 Tonnes all wagons	

Ⓐ all sections other than A,B,C,D & E



NOTE :-

1. C - Denotes sharpest curves.
2. G - Denotes ruling gradient and th
   denotes rising gradient.
3. Figures in squares indicate the
   section speed :—
   U - for unit wagons, B - for bog
   W - for all wagons.

SOUTHERN RAILWAY

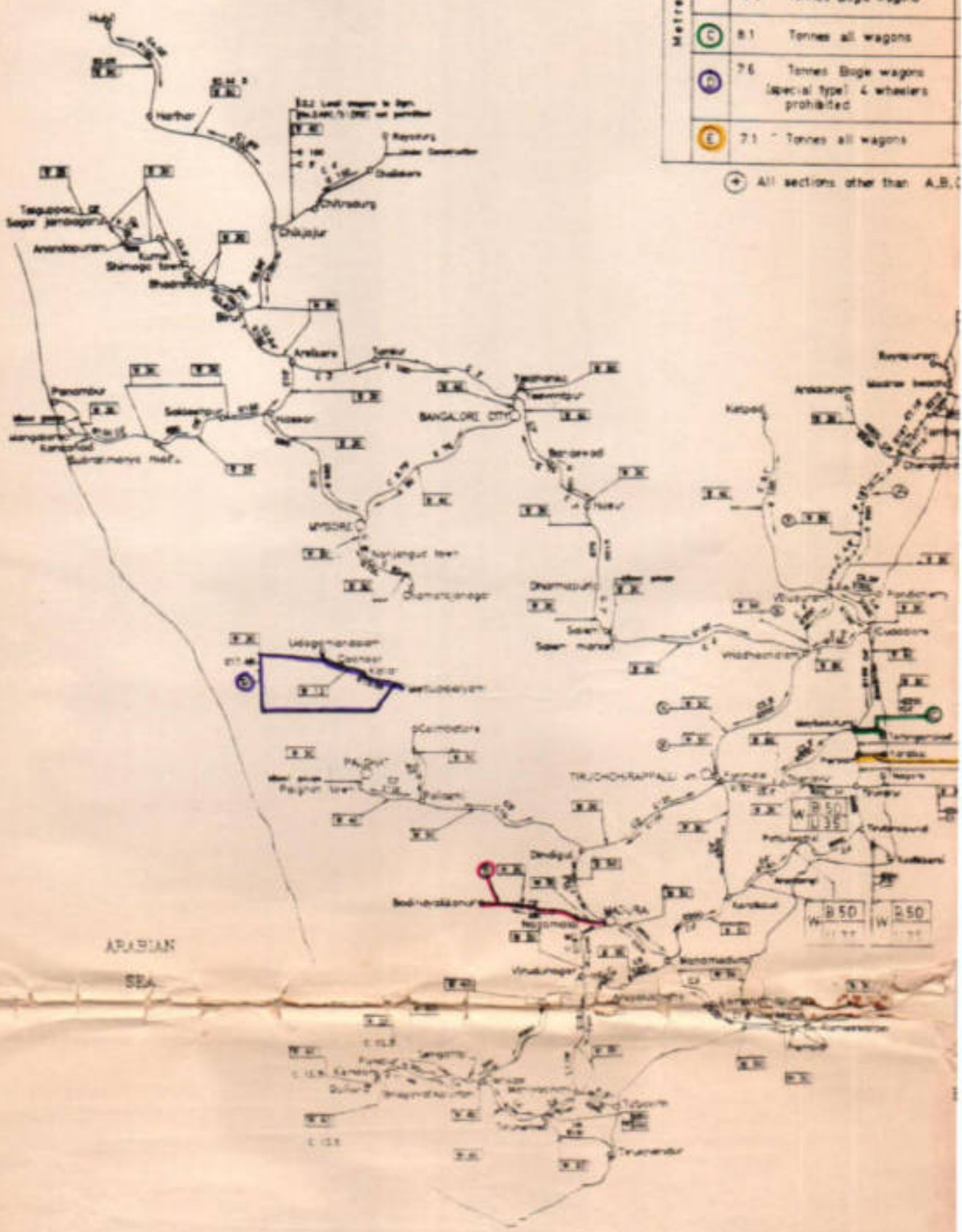
MAP SHOWING MAXIMUM PERMISSIBLE AXLE LOADS OF WAGONS

(METRE GAUGE)

AS ON

	LEGEND	
Metre Gauge		Description
	⊕	12.2 Tonnes all wagons
	Ⓐ	12.2 Tonnes all wagons
	Ⓑ	12.2 Tonnes well wagons 12.2 Tonnes Bogie wagons
	Ⓒ	8.1 Tonnes all wagons
	Ⓓ	7.6 Tonnes Bogie wagons (special type) 4 wheelers prohibited
	Ⓔ	7.1 Tonnes all wagons

⊕ All sections other than A,B,



STATEMENT SHOWING THE SECTION WISE A.E LOAD

PROFORMA _____

AS ON _____ (269)

_____ RAILWAY

*BG/MG/NG

SECTION	ROUTE LENGHT IN Kms.	WETHER ELECTRIFIED OR NONELECTRI-FIED	AXLE LOAD OF WAGONS PERMITTED IN TONNES	SECTIONAL SPEED FOR WAGONS IN Kmph.	TYPE OF WAGONS RUN IN REFERENCE TO COL.4	MAXIMUM AXLE LOAD OF WAGONS IF ANY PERMITTED OVER & ABOVE AXLE LOAD SHOWN IN COL.4	SPEED RESTRICTION IN Kmph. WITH REFERENCE TO AXLE LOAD SHOWN IN COL.7	TYPE WAGONS RUN REFERENCE TO C.7	RULLING GRADIENT	SHARPEST CURVE (IN DEGREES)	REMARKS IF ANY
1	2	3	4	5	6	7	8		10	11	12

NOTE :-

* DETAILS OF EACH GAUGE MAY BE SHOWN ON A SEPERATE SHEET.

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(266)

a/file

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 o
PSC Slabs for replacement of 6.1 m girder

S.NO.1

Chief Bridge Engineer, South Central Railway as p
endorsement to his D.O.No. W.561/ODC dated 2-1-91 (copy
enclosed) has sent Form-XI for condonation of infringemen
to R.G.Schedule and a set of Drawings each to Director
Standards (Wagon) and Director Standards (Coaching), R.D.
Lucknow for approval bearing Drawing No. CE/W/SC/RE/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 belo
6.1 metres by PSC slabs. Director General (Wagon) has
again been reminded by Chief Bridge Engineer vide letter
W.561/ODC dated 19-2-91 (Copy enclosed) to expedite
obtaining the approval of drawings, sanction for condonat
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
an application with Form-XI be sent through Chief Commis
of Railway Safety Lucknow to Secretary (Civil Engine
(CE), 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

G/File

(267)

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

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

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

Ref:- Your office letter No.W/341/0/3 Pt.VI/W-7
dated 18-2-1991.

It appears that Chief Commissioner of Railway Safety has not forwarded your application, as it is not available in this office. In the absence of the documents this office is not in a position to take any action on your application for running of 'BCN' Wagon on Malda Town-New Guwahati B.G. Section of your railway. To expedite the matter suitable staff may be deputed to collect a photo copy of CRS and CCRS's letters personally and deliver to this office.

This may be done at the earliest.

S/d

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

(298)

ADVISER(CE)

EDCE(P)

CE-II

NAHAR SINGH, S.O.
S.N. GOSWAMI, S.O.

1. PADMA SHARMA, ASSTT.

   Cement Ballasting, Works Programme, Revised Estimates and Track Renewals of N, NE, NF, SASC Rlys. High speed Restrictions and Detentions.

2. RAM PRAKASH, ASSTT.

   Rail & Weld fractures, RDSO, Allotment of Funds, Annual Auction Plan, Works Programme of CR&W Rlys.

3. KRISHAN PAL, ASSTT.

   Track Standards Committe Meeting, Works Programme, Estimate and Track Renewals of E & S.E. Railways, Soil formations, Casual Labour.

4. MEELAM JAIN, U.D.C.

   Price of Rails, Inspection notes of various officers of Rly. Board, Minutes of the CE's Conference and CTEs Conference.

5. KRISHAN BABU, U.D.C.

   PCEDs, Quarterly Meetings of MR/MOSR) monthly reports, Progress of track renewals.

EDCE(B&S)

CE-I

1. R.VIKRAM, D.O.

   Level Crossings

2. RAMANI, D.O.

   Road Over/Under Bridges, Foot over bridges.

3. S.GUHARAYA, D.A.

   Rehabilation of Bridges, Floods & Breaches.

EDCE(G)

CIVIL DEFENCE

RAJENDRA PRASAD, Assistant.

a) Civil Defence Policy
b) Conferences and Meetings.
c) Evacuation.
d) Lighting restrictions
e) Rules and Regulations
f) Running of Trains on receipt of warning messages.
g) Staff and Establishment.
h) Awards
i) Training
j) Warning Messages.

CE-I

1. KM.S.R.SETT, D.O.

   Sidings - Assisted & Private.

2. R.C.BEHL, D.A.

   a) Condition of Contracts.
   b) Banning of business dealing with contractors

3. VACANT, ASSTT.

   a) Defence Siding
   b) Gang Strength Formula.
   c) Pipe lines and Trolleys.
   d) Revision of Way and Works Manual
   e) Other miscellaneous references.

CEDO

D.N.MACHIWAL, AEE(CIVIL)

1. CHHALU RAM, Hd.D/Man

   Sanction for running of New Rolling Stock of the Railways and Private firms.

2. R.NARAYANAN, Sr.D/Man

   a) Sanction of infringements to platform shelter, signal posts, OHE Masts etc.
   b) Grade infringements in yards.
   c) Corrections to BG, MG & NG Schedule
   d) ODC Consignments.

3. R.Mazumdar, D/Man 'A'

   a) Confirming Authorisation for opening of New lines, Doublings
   b) Inspection Reports of CRS's & their follow up actions.
   c) Rules for opening of a railway
   d) Sanction of reduced clearance for bridges.

4. KARAN SINGH, D/Man 'A'

   a) Station yard Diagram
   b) Index Plan & Section
   c) System Maps
   d) Track Diagram
   e) Density Charts
   f) Axle Load Diagram

5. C.B.RALHAN & V.P.SINGH D/Man 'B'

   General Drawing work of the section.

6. SUKSH PRASAD, HEAD PS&RO PRINTER.

   a) Xerro Printing works
   b) Photo copying works

AS ON FEB 91

(269)

S.M.SINGLA
EXECUTIVE DIR. CIVIL Engg;(G)

D.O.No.88/CEDO/SYD/1. New Delhi, Dated 27/28 -2-1991.

Dear Shri.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 my D.O.reminders of even number dated 20-4-90 and 19-10-90.

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 embrassing 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 regards,

Yours sincerely,

(S.M.SINGLA)

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

(270)

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

D.O.No.88/CEDO/SYD/1. New Delhi, Dated 27/28-2-91.

Dear Shri.Koppikar,

Sub:- Station yard Diagrams

Ref:- Your office letter No.W.861/8226/III dated 1-10/11-88.

In terms of this office letter of even number dated 3-10-88, Central Railway was requested to send Division wise books containing Station yard Diagrams corrected upto 31.3.88. Since these books were not received from your railway inspite of reminder dated 19-4-90. 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.

You will appreciate that these books are very frequently are 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 Diagram from your railway can create a very embrassing situation.

I shall therefore be thankful if you could kindly look into the matter personally and ensure that the required books are sent to this office without any further delay.

With regards,

yours sincerely,

Shri.C.S.Koppikar,
Chief Engineer,
Central Railway,
Bombay - 400 020

(S.M.SINGLA)

(271)

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

D.O.No.88/CEDO/SYD/1. New Delhi, Dated 27/28 -2-1991.

Dear Shri.Monga,

Sub:- Station Yard Diagrams.

Ref:- Your office letter No. DY/YARD DIAGRAM & INDEX PLAN AND SECTION dated 11-10-88.

In terms of this office letter of even number dated 31-10-88, South Eastern Railway was requested to send Division wise books containing Station yard diagrams corrected upto 31-3-1988. Since these books were not received from your railway inspite of reminder dated 19-4-90, 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.

You will appreciate that these books are very frequently required for reference and use in Board's office in connection with Parliament Questions and other important references from Member of Parliaments As such non-availability of Station yard diagrams from your railway can create a embrassing 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.

With regards,

yours sincerely,

(S.M. SINGLA)

Shri.L.C.Monga,
Chief Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

G/File
(272)

No.91/CEDO/SR/3. 27-2-1991.

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/L-61/HR dated 26-9-90 sent through the Chief Commissioner of Railwey Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of UTV-502-L Machine to RDSO's Drawing No. RDO/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/d

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

(273)

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.

(274)

No.90/CEDO/BD/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. SNO 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.

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

O/c

G.T.6

(275)

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.

.....

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.

Sd/-

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

G.F.L (276)

No.90/CEDO/SD/13. 11-2-1991.

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

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

Ref: Your office letter No.SC.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.

Sd/-

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

G/File

(277)

No.90/CEDO/SR/12. 18-2-1991.

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

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

Ref: Your office letter No.12-5/280/23 dated 28.1.91.

.....

Please arrange to supply a photocopy of CORE's letter No.MB.18-T(6)/76 dated 19.8.77 mentioned in para 2 of your above quoted letter for reference and use in this office.

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

278

No.90/CEDO/SD/3. 18-2-1991.

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

Sub: Review of Schedule of Dimensions.

The Board on item No.821 of 64th Track Standard Committee have taken a decision that RDSO should constitute a multi-disciplinary committee for review of BG and MG Schedule of Dimensions. The decision has been conveyed to RDSO vide this EE office letter No.90/CE-II/TSC/1 dated 17.12.90. The relevent extracts from the letter are reproduced below :-

Item No.821 - Review of B.G. Schedule of Dimensions.

" ED/RDSO should take immediate action to appoint a multi-disciplinary committee for review of BG & MG Standard Schedule of Dimensions. Revised draft of this Schedule should be prepared by June, 1991 and circulated to Zonal Railways for their comments and finalisation. "

In view of the above decision, Ministry of Railways desire to know the names and designations of the members who have been nominated in the multi-disciplinary committee of RDSO. The anticipated date by which the drafts of these two Schedules are expected to be finalised for printing, may also be advised for information of this office in order that provision of necessary funds may be made in the Budget. and the printing of the books may be planned.

sd/-

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

(279)

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 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.

.....

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.

(280)

No.89/CEDO/OHI/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(
Railway Board.

G.File
(281)

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.DN.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,

Sd/-

(S.M. SINGLA)

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

G File
(282)

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,
N.E. Eastern Railway,
GORAKHPUR.

G/File

(283)

.SINGLA
ative 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 pt.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.M.SINGLA)

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

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

284

रेल भवन, नई दिल्ली-110001, दिनांक
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 17.35 t 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/-

285

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.

G/File (286)

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

D.O.No.88/CEDO/BR/20. New Delhi, Dated 8-2-1991.

Dear Shri.Chadha,

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.552/23 dated 4-6-90.

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to

In response my D.O. of even number dated 14-12-90 Shri.S.K.Jain, Deputy Chief Engineer (Bridges) of your railway attended Board's office on 8-1-91 and discussed the various points on the above noted subject with specific reference to running of 3500 mm wide stock through the three tunnels on Gomoh-Manpur Section. It was explained by him that there is continuous 28 Kms. rising gradient from Gomoh to Gaya steepest being 1 in 80 and it is possible to run 3500 mm wide wagons through these tunnels at a restricted speed of 30 Kmph. But from another reference of Eastern Railway bearing No.W.552/7/4/Vol.2 of 21-12-87 it is noticed that 3500 mm wide stock cannot be run through these tunnels. On account of continuous rising gradient of 28 Kms from Gomoh to Gaya , Eastern Railway's earlier view as per letter dated 21-12-87 has therefore been adopted. Shri.Jain also gave length of tunnels and cost of diversions etc. which were noted. He was asked to send a letter confirming the various points raised during the discussions which is still awaited.

I shall be thankful if you could kindly instruct that the letter confirming the details of the discussions are sent without any further delay.

With regards,

yours sincerely,

(S.M.SINGLA)

Shri.V.D.Chadha,
Chief Engineer,
Eastern Railway,
Calcutta.

(287)

G. File

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

D.O.No.88/CEDO/SS/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,

Sd

(S.M. SINGLA)

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

288

G/File

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 WIBR/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.

G/File
(289)

No.90/CEDO/BR/13. 31-1-1991.

The Director General(Carriage),
RDSO,
Lucknow.

Sub: Movement of 2900 mm high and 2600 mm wide ISO Containers on BG system - Condonation of infringements.

Ref: Your letter No.MC/CONTR/ISO/BG/Flat/Pt.II dated 2.1.91.

*****

Para 4.2 of the minutes of the meeting on status position of rolling stock held on 30.11.90 as referred in your above quoted letter has been reconsidered by EDTM on case No.87/TC/(M&T)/15/20/RDSO wherein it has been decided that designing of container flat for future ISO container 14940 mm (49'-0") long X 2600 mm (8'-6") wide X 2900 mm (9'-6") high can be considered at a later stage if ISO adopts this new standard.

In view of the above, issue of condonation of infringements as required by RDSO vide their application No.CT/CONTR/BG/MG dated 26.6.90 has been dropped for the present. You may again approach the Board for condonation of infringements when it is decided to adopt 14.94 metre long ISO containers for use on Indian Railways.

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

No.90/CEDO/BR/13. New Delhi, dated 31-1-1991.

Copy forwarded for information to the Chief Commissioner of Railways Safety, Ashok Marg, Lucknow with reference to his letter No.RS.18-T(2)/90 dated 9.7.90.

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

G/File

BY AIR MAIL

290

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.

(291)

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

No. 91/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, तिथि
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/T/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.

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

292

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.)

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

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

(5) 293

No.91/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 24-1-1991 19

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. EDO/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-II accompanying your application referred to above.

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

Contd...2/-

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

Copy forwarded for information to :-

1. The Chief Commissioner of 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.

(295)

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

G/File

Spare (296)

No.90/CWDO/BR/23. 21-1-1991.

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

Sub: Running of "Track-Relaying-Train(P.811-S)" supplied by M/s Tamper Corporation USA on its own power and also in train formation as tail runner with Cab trailing, on various sections of Central Railway.

Ref: Your letter No.W.681/Y-61/BR dated 12.11.90.

&&&&&&

The amendment to the Joint Safety Certificate is still awaited from railway. As the issue of sanction for running of "Track Relaying Train (P.811-S)" on Central Railway is pending in this office for want of amendment to the Joint Safety Certificate, it is requested that the same may please be sent immediately through CRS/CCRS.

A photo copy of RDSO letter No.CT/TM/SC/TRT dated 12.10.90 referred to in para 2 of your above quoted letter may also be sent for reference and use in this office.

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

G/File

(297)

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

D.O. No.68/CEDO/SS/2D. 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 Valajha 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.

G. File

(298)

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.

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

299

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

D.O.No.91/CEDO/BR/5. New Delhi, dated 17-1-1991.

My dear DINAMANI,

Sub: Special material train for the movement of PSC slabs for replacement of 6.1 m girders.

Ref: Your D.O.No.W/561/ODC dated 2.1.1991.

oooooo

Infringements to BG Schedule of Dimensions have to be got cleared by RDSO from Railway Board. After approval of the drawings, RDSO have to apply for condonation of infringements in Form-XI showing therein the various infringements involved and justification for condonation of the same through CCRS/Lucknow before issue of the Speed Certificate by them for movement of modified coaching underframe and modified BFR. After condonation of infringements by Board and issue of Speed Certificate by RDSO, S.C. Railway may approach Railway Board through CRS and CCRS alongwith Form-XI and other necessary documents i.e. Joint Safety Certificate, Bridge Certificate, Track Certificate, RDSO's Speed Certificate and the relevant drawings of modified stock, for issue of sanction for running on the particular sections. It may, however, be ascertained that two different applications have to be moved for obtaining the sanction for running of modified coaching underframe and modified BFR seperately.

The approval to modifications to the rolling stock has to be obtained by RDSO from the Mechanical Directorate of Railway Board. EDME(MP) Railway Board is being advised to expedite the sanction which may be followed up by you also.

With best wishes,

Youre sincerely,

S/d
(S.M. SINGLA)

Shri M. DINAMANI,
Chief Bridge Engineer,
South Central Railway,
Secunderabad - 500 371.

No.91/CEDO/BR/5. New Delhi, dated 17 -1-1991.

Copy to EDME(MP) Railway Board, New Delhi. South Central Railway have sent a set of drawings bearing No.GN/W/BG/BR/1447 sheet 1 to 5 to RDSO Lucknow for their approval pertaining to suggested modifications to existing coaching underframe and BFR to carry PSC slabs for replacement of about 2000 numbers of small girder bridges below 6.1 metres by PSC slabs. The modification drawings may also be approved by the Mechanical Directorate of Board's office at the earliest when approached by RDSO.

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

Jone Cpt/1571

(300)

No.91/CTRC/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.

~~xxxx~~

In partial modification of para-I of this office letter No.82/WBO/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/WBO/SD/23 dated 16.11.89 however remain unchanged.

15/1

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

(301)

Spare

No.88/CEDO/CRS/IR/16. 15/1/1991.

The General Manager (Safety,)
Northeast Frontier Railway,
Maligaon,
Guwhati-11.

Sub:- Inspection Report for the year ending 31st March 88 on NBQ-SGUJ section by Shri.S.C.Gupta, Commissioner of Railway Safety, Gorakhpur.

Ref:- Your office letter No.T/308/52/8 (NBQ-APDJ-SGUJ) dated 27.3.90.

Please refer to ~~your~~ IKp office letter of even number dated 13-9-90 (copy enclosed for ready reference) and expedite the reply.

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

(302)

No.88/CEDO/CRS/IR/16. New Delhi, Dated 13-9-90.

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

Sub:- Inspection Report for the year ending 31st March,88 on MBQ-SGW section by Shri.S.C.Gupta, Commissioner of Railway Safety, Northeastern Circle, Gorakhpur.

Ref:- Your office letter No. T/308/52/8 (MBQ-APDV-SGW) dated 27-3-90.

Please refer to your office letter quoted above. The "will follow" compliance report against item 2.1, 2.2, 2.3, 3.1, 4.1, 4.2, 5.1, 5.1(b), 6.1, 11.2 & 11.3 of CRS, North Eastern Circle's Inspection Report on the above noted subject has not so far been advised to this office. It is therefore requested the despatch of the same may please be expedited.

(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)

(303)
(4)

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

No.90/CEDO/SR/9.

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

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

~~xxxxxxx~~

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 120 t BAPP 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 65 Kmph in loaded condition for transporting 110 t steam generators (with trunion bands removed) on the NH entire BG sections excluding Kottavalasa - Kirandul, Geilkera - Peseita Up Line, Rourkela - Birmitrapur, Damodar - Asansol and Asansol - 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 Endoresement 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.

304

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 Tamper Corporation, USA.

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

******

A provisional speed certificate for running of UTV 502 L machine supplied by M/s Tamper 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.

S/d
(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 XXXXXXXXX application No. 519-W/580 dated 16.10.90.

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

(305)

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/MG/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 Dimension (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.

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

306

रेल भवन, नई दिल्ली-110001, दिनांक
No.90/CEDO/SR/7. Rail Bhavan, New Delhi-110001, dated 14-1-1991.

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

Sub: Running of modified 16-axle 245 t DAF 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 DAF 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.

307

D

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 permitting 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 above quoted 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

10/1

308

D

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 N.F. Section Malda Town - New Guwahati and Katihar - Rumedpur 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 Form-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

4/1

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

Issue fair please
7/1/91

qc

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

309

No.90/CEDO/SD/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 CRS's forwarding letter No.6/SC/7/664 dated 13-11-90.

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

No.90/CEDO/SD/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.

ANNEXURE - I

S.No.	Location	The structure which infringes.	Chapter & item No.	Prescribed Dimensions.	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	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.

(311)

No.90/CEDO/SM/1. 4-1-1991.

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

Attention : Shri Rajat Mitra CP&DE.

Sub: South Eastern Railway System Map.

Ref: Your letter No.DG/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.

Sd/-

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

(312)

S M 27

APPE...

Co... of letter No. 5780-W of 12th September 1946 from the Director, Railway Board, New Delhi, to All Class I Railways

Re:— Movement of Bulky consignments exceeding maximum moving dimensions

The Railway Board, in supersession of the Government of India, P. W. D. Circular No. 10-Ry. of 1897, dated 3rd August 1897 and their letters No. 37/365/4/S of 31st August 1937 and 42/645/1/S of 5th September, 1942 authorise you to sanction without reference to higher authority the movement of such bulky articles which exceed the Maximum Moving Dimensions but clear the fixed structure of any part of the open door of any vehicle which may be standing or moving on any line alongside that over which the consignment is to be carried, by a "net clearance" of not less than 3", this clearance being worked out as follows—

(1) The "net clearance" between the consignment as loaded in the train and any fixed structure, &c. should be calculated after making an allowance of 3" for lurch (horizontal) and 3" bounce (vertical) on the straight together with the following additional factors applicable only when the structure in question is situated on a curve—

(a) Horizontal clearance—

(i) Allowance for lean due to superelevation and overhang due to curvature.

The lean should be calculated for that point on the profile of the load which is likely to have the smallest clearance from fixed structure; the formula being $\frac{HC}{G}$, where H is the height in feet to the point being considered, C is the superelevation and G the gauge.

For the central overhang due to curvature, the formula will be $\frac{B^2}{8R}$ where B = distance between bogie centres, and R = radius of curve. In cases where the overhang at the end of a vehicle may have to be calculated the formula will be $\frac{L^2-B^2}{8R}$, where L is the length of the vehicle.

(ii) Additional lurch on curves may be taken as 1½".

(b) Vertical clearance.

In cases where the top width of the consignment exceeds the gauge of the track, the vertical tilt should be added to the height of the consignment to work out the vertical clearance from the fixed structure.

(2) The movement of the oversize consignment is subject to the following conditions—

(a) The personal sanction of an officer not below District rank is to be accorded to each individual movement.

(b) Movement to be by daylight goods train at a speed not exceeding 25 miles per hour on the Broad Gauge and 15 miles per hour on the Metre Gauge, further subject to any other permanent speed restrictions on the section of the line and General Rule 90(a).

Note.—Over-dimensional consignments with a net clearance of not less than 6" may be moved at night as well as by day.

(c) If the articles rest on more than one vehicle, they shall rest on not more than two points, one in one vehicle and one in another, suitable bolsters or other arrangements being provided to enable the vehicles to pass freely round any curves in the line. Other vehicles may, if necessary, be interposed either between or beyond those on which the articles rest, but the articles must not under any conditions touch or be fastened to any part of such other vehicles.

(d) The articles shall be securely fastened to the vehicles or bolsters in such vehicles on which they rest in such a manner that they cannot shift from their original position.

(e) The greatest weight on any pair of wheels shall not exceed that for which the vehicles are designed, and this weight shall as nearly as possible be evenly distributed on the two rails. In no case must the load rest on one end of a vehicle in such a manner that the weight on any pair of wheels shall be more than double that on any other pair of wheels in the same vehicles.

(f) Shunting by such trains be avoided as far as possible, and arrangements be made for inspecting the train by an experienced officer or subordinate of the Mechanical Department (who should, if considered necessary, travel with the train) whenever such shunting has taken place as well as at other suitable intervals in order to ascertain that there is no risk of the article shifting.

(g) Should any shifting take place, the articles must be brought back to their proper position and securely fastened before the train is allowed to proceed.

(3) As regards the consignments having a "net clearance" of less than 3", the movement of such consignments should continue to be subject to the sanction of the Addl. Commissioner of Railway Safety.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 70/WDO/ODC/1 New Delhi, dated 5-4-1970

The General Managers,
All Indian Railways.

Sub:-Transport of Out of Gauge Loads on Indian Railways.

In order to have a uniform procedure in transporting out of gauge loads on all Indian Railways, Board after careful consideration and taking into the account the instructions contained in this office letter No. 57/0-W dated 12.9.1946, have now decided to classify the ODCs into the following three categories:-

Class 'A'-Permitted out of Gauge Loads

Those loads which exceed the maximum moving dimensions but do not infringe any fixed structure on the route by a net clearance of 6" and above and a gross clearance of 9" and above.

Class 'B'-Exceptional Out of Gauge Loads

Those loads which exceed the maximum moving dimensions but do not infringe any fixed structure on the route by a net clearance of not less than 3" but not more than 6", corresponding to gross clearances of not less than 6" but not more than 9".

Class 'C'- Extra-ordinary Out of Gauge Loads

Those loads which exceed the maximum moving dimensions and infringe the fixed structure on the route by a net clearance of less than 3" and a gross clearance of less than 6".

It is further stated that the movement of Class 'C' loads requires the sanction of the ACRS concerned.

This may please be acknowledged.

DA/Nil.

(Sd/- U.S. Rao)
Director Civil Engineering
Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi dt.11-3-1982

No.81/EB-1/400/1

The General Manager(Operating),
All Indian Railways.

Sub: Speedier Sanction and movement of ODCs

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The Board have been receiving complaints about delay in the issue of sanction and movement of ODCs especially in respect of heavier type of well wagons. It has accordingly been decided that for 'A' and 'B' class of ODCs, the loading Railway should give sanction for the entire route of the movement of the ODC including its movement over other Zonal Railways. For this purpose Railways have already been directed vide this office D.O. letter No.80/WDO/ODC/5 dated 22-1-82 addressed to the Chief Engineers of all Indian Railways, to prepare booklets indicating limiting profiles in respect of routes on which ODCs ply on their system. Railways have been advised to ensure that the booklets are exchanged early to enable the new system to come into force with effect from 1-4-1982.

2. In this revised procedure, the loading railway, on receipt of the application from the consignor, will examine the drawings of the consignment with respect to the limiting structures over its own routes, and routes of other Railways over which the ODC is to move. If the consignment is likely to remain within 'A'/'B' class of ODC over the entire route, sanction shall be given for the entire route. A copy of this sanction along with the relevant drawings etc. will be sent promptly to the concerned Railways over which the consignment is due to move.

3. The concerned Railways, on receiving a message in respect of sanction by the loading Railway over their system, shall check up the correctness of the sanction and if any omission is found in the sanction, it would promptly be brought to the notice of the loading railway, so that the loading of the consignment is held back.

4. The loading railway would go ahead with the loading of the consignment, unless they receive any specific objections from any of the Zonal Railways over which the consignment is due to move. After loading, the Railway shall issue movement instructions over its own system indicating sizes, wagon number etc. and a copy would be marked to CCPS' of concerned Zonal Railways over which the consignment is due to move.

5. The other concerned Railways on receiving such instructions; will examine the sizes etc. of the consignment and issue detailed instructions for movement of the consignment on their own system.

6. For 'B' class consignments, Railways on receipt of the wagon carrying the consignment must compare sizes (through their TXRs) at the interchange points with the sizes etc. mentioned in

..contd..

the movement instructions and allow movement over their systems when the sizes, on grounds, are as indicated in the movement instructions. It is clarified that although the loading Railway would issue sanction in respect of movement of the consignment over other Zonal Railways, the final responsibility for the safe movement of the consignment would lie on the respective Railways on their own Zonal systems. It is necessary, therefore, that when sanction is issued by another Railway, the concerned Railway over which the consignment is to move must verify the sizes/drawings etc. vis-a-vis their own limiting structures before issue of movement instructions over their system and allowing movement of that ODC on their system.

7. Any new works etc. which may lead to change in the size of the limiting structures on any of the routes indicated in the diagram must be brought immediately to the notice of all Zonal Railways in the form of an amendment to the existing drawings. Since the booklets of other Zonal Railways will be kept in the CCPS' office, the amendment also should be issued by the CCPS' office, although thedraft would be provided by the Chief Engineers just as the booklets will be prepared by the Chief Engineer's office. As far as possible, any temporary changes must be avoided.

8. The diagrams will be revalidated before expiry of every six months for which a meeting shall be held on the first of April and first of October, where the concerned officials dealing with the clearance of ODCs and checking up of drawings etc. will communicate the changes over their system due to any new works etc. and also discuss any problems that they may be having in respect of issuing sanctions. The meeting shall be held by rotation on each Zonal Railway for this purpose.

9. The Railways will not give clearance in respect of other Railways for movement over electrified sections where the gross clearance between the consignment and the contact wire is less than 390mm i.e. wherever restriction of speed/switching off of OHE is involved. In such a situation i.e. where the clearance is less than 390 mm, prior clearance would be required from concerned Railways before the loading Railway issues sanction for the movement of the ODC.

10. As mentioned above, the revised procedure shall come into force from 1-4-1982.

11. Special care should be taken in issue of sanctions wherever change of gauge is involved from BG to MG. If on MG the consignment changes its class of ODC from A/B to 'C' then prior clearance would be required from the concerned Zonal Railways before issue of sanction. Any doubts should be got clarified on phone with the other Railways before the final sanction is issued. No risk should be taken with safety but keeping that in view the sanction and movement of ODCs' must be expedited.-

Sd/-
(R.P.Singh)
Director Traffic Transportation
Railway Board.

DA/Nil

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

New Delhi, dated 4-9-82.

No. 82/WDO/ODC/1.

To

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

Subject:- Speed for Movement of over sized consignments - 'A' & 'B' Class.

Under Board's letter No.5780-W dated 12-9-46 and 14-3-1947 Railways had been empowered to sanction movement of ODCs with net clearance of not less than 3 inches (later classified as A and B class ODCs). These instructions provided for movement of 'A' and 'B' class ODCs by day light goods trains at speeds not exceeding 25 MPH. on BG, and 15 MPH on MG, subject further to any speed restrictions on the sections and General Rule 90(a), with provision to allow movement of 'A' class ODCs with net clearance of not less than 6 inches during night as well as day.

2. Subsequently, Under Board's letter No.64/WDO/ODC/6 dated 17-5-1967, night running of 'B' class ODCs loaded only on 130 tonne well wagons was permitted with stipulations mentioned in that letter.

3. On 16-2-1977, a meeting was held in Board's Office, of the representatives of Operating and Engineering Officers of different Railways and they recommend that 'A' Class ODCs may be permitted to run both during day and night at the sectional speeds permissible for the trains carrying four wheelers. They further recommended that all 'B' Class loads may also be permitted to run at night time at same speeds as allowed during the day.

4. Board have considered the above recommendations and have decided as follows in the matter of movement of 'A' and 'B' Class ODCs.

a. On Broad Gauge.

(i) 'A' Class ODCs:- 'A' Class ODCs having net clearance not less than 6" (150 mm) may be permitted to run both during day and night at 40 Kmph as hitherto vide Board's letter No.5780-W dated 12-9-1946. Alternatively, Railways may run A Class ODCs at higher speeds upto which trains carrying four wheelers are permitted to run on the section, subject to the speed being limited to 30 Kmph in vicinity of fixed structures having gross clearance of less than 15" (380 mm) all such locations being indicated in the instructions to be given to the drivers. This restriction is considered necessary to cater to the possibility of the consignments getting laterally shifted at higher speeds.

P.T.O.

(ii) B Class ODCs: 'B' Class ODCs may be allowed to run at 40 Kmph during day as well as night. However, for night running, following additionnal conditions shall be observed.

(a) Seniormost escorting official shall be provided with the details (name, Kilometrage, diagram etc.) of all those structures from which the net clearance is less than 6".

(b) The seniormost escorting official would be made responsible to ensure that the consignment does not shift from its position enroute.

(c) At the approach of each of the structures, where the net clearance is less than 6", the train would be stopped and the consignment checked to see that there has been no shifting. For this purpose, five cell flash light shall be provided to the seniormost escorting official.

(d) The train would be required to pass all such structures at dead slow speed.

B. On Metre Gauge.

(i) 'A' Class ODCs may be allowed to run at 25 Kmph during day as well as at night as hitherto vide Board's letter No.5780-W dated 12-9-1946.

(ii) 'B' Class ODCs may also be allowed to run at 25 Kmph during day as well as at night. However for night running of the 'B' Class ODCs, conditions as stipulated above under A(ii) will be observed.

5. This disposes of Central Railway's letter No.T.607/MG BR/ Policy dated 10/12-2-1982 and Western Railway's letter No. W 591/6/1 dated 19-8-1982.

6. The receipt of this letter may please be acknowledged.

10/9/82

(S. D. Jain)
Additional Director, Civil Engineering,
Railway Board.

DA:-Nil.

No.82/WDC/ODC/1. New Delhi, dated 14-9-1982.

Copy forwarded for information & necessary action to

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

(ii) Director, Traffic Transportation and Director, Safety, Railway Board, New Delhi.

(iii) Traffic Transportation-I (5 copies), Railway Board.

10/9/82

(S.D.Jain)
Additional Director, Civil Engineering,
Railway Board.

DA:-Nil.

No. 82/WDO/QDC/1. New Delhi, dated 14-9-1982.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow.

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

3) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor Multistoryed Building of Eastern Railway, Calcutta.

4) The Commissioner of Railway Safety, Northern Circle, First Floor, Station Building (B.G.) Charbagh, Lucknow.

5) The Commissioner of Railway Safety, Northeastern Circle, North Eastern Railway Head Quarters, Gorakhpur.

6) The Commissioner of Railway Safety, Southern Circle, 7, Shesadari Road, Gandhi Nagar Post Office, Bangalore-9.

7) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Multistoryed Building of Eastern Railway, Calcutta.

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

Dated 16/9/82

(S. D. Jain)
Additional Director, Civil Engineering,
Railway Board.

D.O.:-Nil.

R.Narayanan/WDO-I/8-9-1982.